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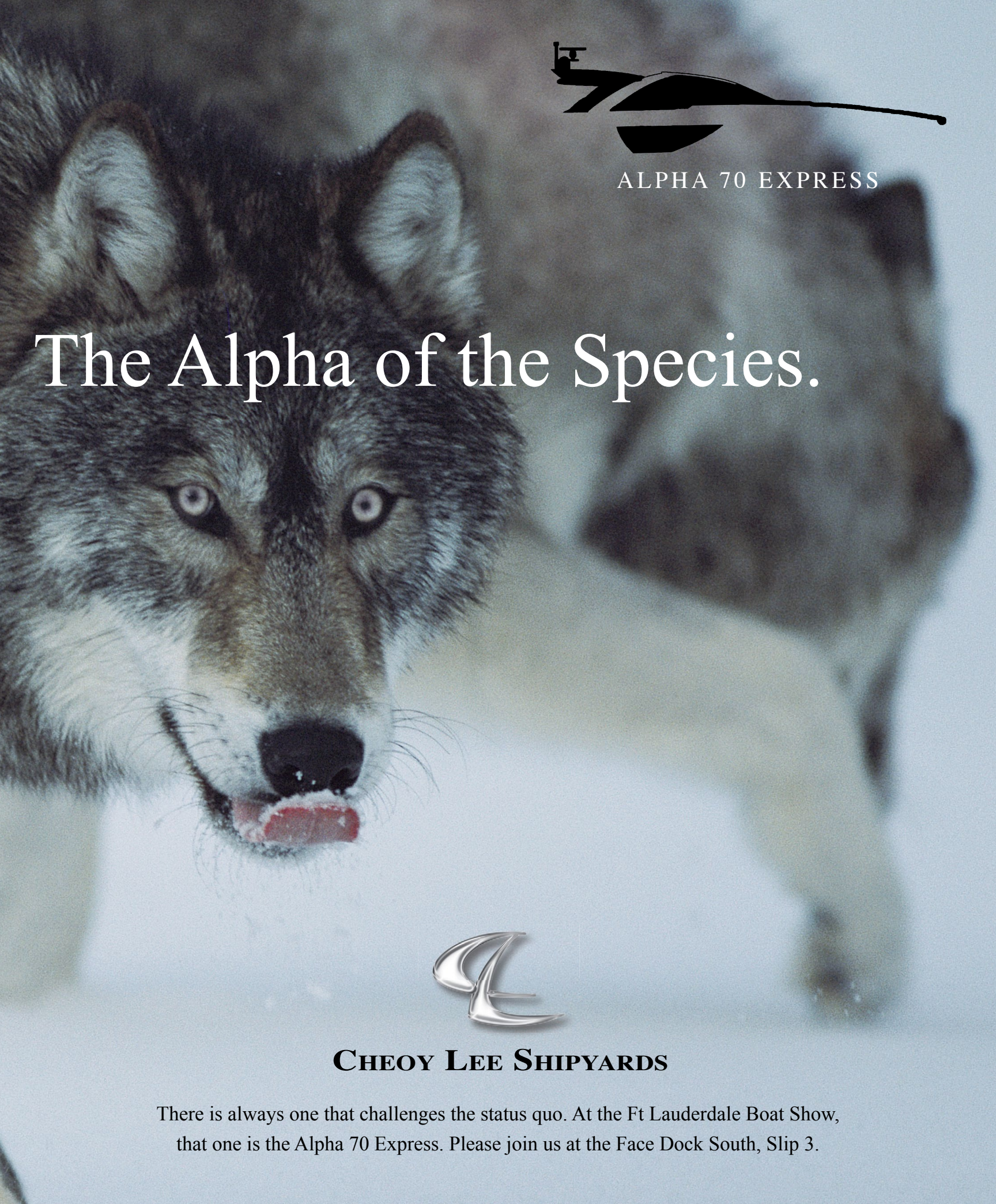

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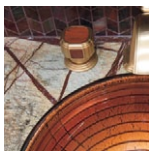

From first glance, *Katya* is a striking beauty – a symphony of curves and shapes stunningly chic, yet magnificently timeless. Delta's 151-foot full-displacement motor yacht utilizes the most advanced composite technology and naval architecture. Styled by the in-house Delta Design Group – who is also responsible for the entire engineering package – *Katya* is sure to make an unforgettable impression to all who make her acquaintance.

D E L T A

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editorial

A FEW MONTHS AGO, I came across an old catalog page that builder Feadship shared on Facebook (that's right the venerable Dutch builder Feadship has a Facebook page). The catalog page boasted one of the latest vessels that Feadship had introduced to the US market—*Coronet*. In 1954, when she debuted at the National Motor Boat Show in New York, which was then one the year's most important yachting events, she was the Queen of the Show. Evidently, people expected less of their queens in those days (at least in terms of their size), and the queen, with superbly classic Dutch styling, was 60 feet long and had a 15-foot beam. Since then, the world has changed. One of the most notable changes in the yachting world has been a trend to build ever-larger luxury vessels. A luxury yacht nowadays is more likely to be 60 meters long than 60 feet, and feature a 15-meter beam. Among the world's largest private yachts, that's more than conceivable. The new Fincantieri *Serene*, for instance, is 439 feet (134 meters) long with an 59-foot (18-meter) beam—nearly as wide as the Feadship *Coronet* was long!

At the Fort Lauderdale International Boat Show this year, *Laurel*, one of the largest yachts built in the United States, is expected to grace the docks along with several other of the world's largest superyachts. What do you get for this extra length and extra beam? Lots more. Huge garages suitable for lovely boats used as tenders, beach clubs, pools, spas, several salons and lounges, palatial sleeping suites often with balconies, layers upon layers of deck spaces for dining, sunning and relaxing, and the occasional helicopter landing pad and hangar or personal submarine.

Of course, you don't need a yacht quite as large to enjoy yourself on the high seas. The owner of Molori Private Retreats, who designed his yacht *Told u So* to complement his great sense of style, did not want a humongous yacht. His idea of luxury and hospitality (the yacht will be available for charter) is one with a great crew and an interior that exudes genuine warmth. He has the gift of visualizing space and managed to make his 145-foot Benetti feel both homey and spacious. See for yourself. *Told u So* is featured in this issue.

Overall, it does seem that you get more than you did a few years ago for the same length. Designers and builders, with the help of technology, seem to make every inch count more. The engines are more compact. 3-D design helps to fit pipes tightly into better-laid-out spaces. Huge windows open up spaces that small portholes once made seem confined. Doors and their frames disappear wherever possible. Furniture and bulkheads pop up or slide down. All of a sudden, space seems to be as flexible a concept as time can be. Turn to the Designers' Showcase section for illustrations of flexible space use.

Perhaps this ability to transform space is most obvious in production yachts 100 feet and smaller. There will be plenty of those at the Fort Lauderdale International Boat Show. Looking at the preliminary lineup, it's hard not to get enthused. One of the most creative uses of space we've seen of late is on the 42-foot Wider. The deck actually expands to provide a bigger playground at mooring. Wider is expected to be at the show this year. Turn the pages for a sneak preview of coming attractions. Chances are the lineup will change between now and then, so be sure to visit our Facebook page for regular updates.

Meanwhile, I hope you enjoy this issue as much as we enjoyed putting it together.

Cecile Gauert EDITOR IN CHIEF

photos: Tim McKenna / Aquos Yachts

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Ft. Lauderdale, FL 33316 - TEL.: 954.761.8777 FAX: 954.761.8890
www.yachtsmagazine.com

VP SALES & MARKETING, PUBLISHER Gary DeSanctis - gdesanctis@aimmedia.com

VP EVENTS, PUBLISHERS Karlene Pack - karyachts@aol.com

EDITORIAL

EDITOR IN CHIEF Cecile Gauert - cgauert@aimmedia.com

EDITOR AT LARGE Jill Bobrow - jbobrow@aimmedia.com

EUROPEAN CONTRIBUTING EDITOR
Maria Roberta Morso - mariaroberta.morso@gmail.com

ART DIRECTOR Xavier R. Marañón - xmaranon@aimmedia.com

EDITORIAL/PRODUCTION ASSISTANT Erica Cooper - ecooper@aimmedia.com

CONTRIBUTING EDITORS/WRITERS
EUROPE: Maria Roberta Morso
U.S. WEST COAST: Gerald Stansfield, Danielle Cutler

COPY EDITORS: Danielle Cutler, Erica Cooper

CONTRIBUTING WRITERS: Jerry Stansfield, Kim Kavin, Diane Byrne, Gary Beckett, Tom Zydler, Grace Trofa

COVER PHOTO: Marc Paris

CONTRIBUTING PHOTOGRAPHERS: Tom Zydler, Forest Johnson, Grace Trofa, Bruce Thomas, Stephen Cridland, Giovanni Malgarini, Matteo Gastel, Giuliano Sargentini, Marc Paris, Thierry Ameller, Stephen Soller

ADVERTISING SALES

DIRECTOR OF MARINE ADVERTISING
Jo-Aynne von Born - JVonBorn@aimmedia.com
TEL.: 954.761.7073 - FAX: 954.761.8890

BROKERAGE/SERVICE & REFIT/REAL ESTATE/AVIATION
Steven Sumlin - ssumlin@aimmedia.com

EUROPEAN SALES
Emanuele De Mari - info@admarex.com

MANAGER Donna Aschheim - daschheim@aimmedia.com

ADVERTISING MATERIAL TRAFFIC MANAGER ads@aimmedia.com

DIRECTOR OF RETAIL SALES
Marcia Orovitz - TEL.: 305.538.5699 - morovitz@aimmedia.com

GROUP CIRCULATION DIRECTOR
Stephanie Flanagan - sflanagan@aimmedia.com

CIRCULATION ASSISTANT
Sarah Morgan - smorgan@aimmedia.com

GROUP FULFILLMENT MANAGER Natale Russo - nrusso@aimmedia.com

RESEARCH DIRECTOR Kristy Kaus - kkaus@aimmedia.com

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ON THE COVER: *Yogi* **PHOTO:** Marc Paris

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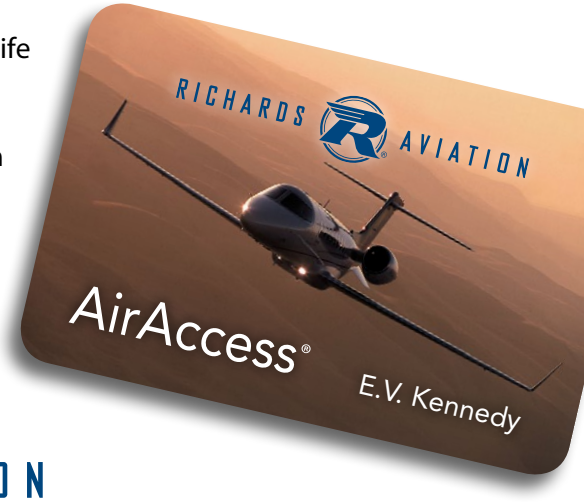

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Fincantieri delivers *Serene*
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Top100 member *Serene* recently entered the loving arms of her owner. At 439 feet (134 meters), she is one of the world's top 10 largest yachts, and with amenities such as a hangar, two helicopter pads, a seawater swimming pool large enough to accommodate service craft and a submarine capable of diving down to 328 feet (100 meters) spread across seven decks, there's no question that the owner will be enjoying every luxury imaginable while on board. Designed by Espen Øino with interiors by Pascale Reymond from Reymond Langton Design, the delivery of *Serene* not only marks the entrance of one of the largest yachts in the world, it also heralds Fincantieri's arrival in an exclusive sector of the marine market. *Serene* does not pale in comparison with the cruise ships and ferryboats that the Italian shipyard has built for years, in fact she shines.

For more information, visit **fincantieri.it**

Kingship Essence Suite Luxury

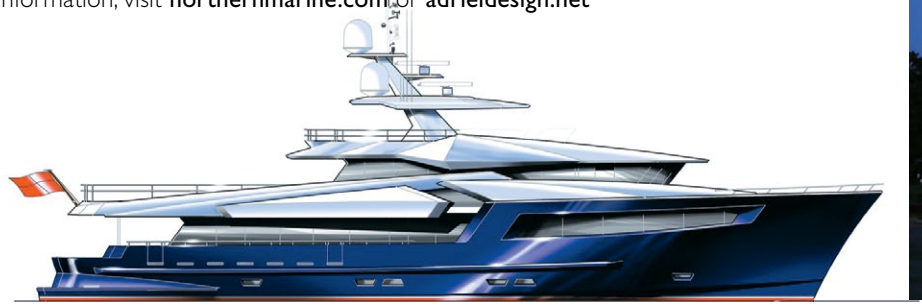
Kingship and Horacio Bozzo of Axis Group Yacht Design, the team behind the Kingship Green Voyager, have collaborated on a new project. Their 172-foot (42.5-meter) design, presented at the Monaco Yacht Show, has interesting features, such as an owner's deck with 180-degree forward-facing views and opening sunroof. This private deck also offers owners a shaded lounge, an alfresco dining area and private sunbathing space. Given the amount of space devoted to this sprawling suite, the design team had to be especially creative to make the best use possible of the remaining space devoted to guests, entertainment and service areas. Solutions include external ventilation trunks (saving space indoors) and a split main-deck layout, which connects the bridge to the galley and crew quarters for eight. Twin CAT C32 engines will give the yacht a 15-knot cruising speed. The yacht, which will be built in compliance with RINA Green Plus requirements and MCA, will have trans-Pacific range.

For more information, visit **kingship.com**

Adriel Design and Northern Marine
New Designs To Boldly Go

Designer Adriel Rollins and Northern Marine have teamed up on several concepts for strong, reliable long-range cruisers and expedition yachts. Rollins brings a contemporary outlook to the classic cruiser with surprisingly bold and sporty lines. After a hiatus, Pacific Northwest-based Northern Marine, builder of such vessels as the 151-foot tri-deck *Bella Bri*, launched in 2008 (at the Fort Lauderdale International Boat Show this year), is re-emerging with renewed focus on its proven expedition-style vessels. After launching the 10th 64-foot yacht in its successful series (this one featuring an interior by Rollins), the shipyard and designer are unveiling a new line of long-range cruisers and yachts 65 to 120 feet in length.

For more information, visit **northernmarine.com** or **adrieldesign.net**



Yachts for the new frontier [4]

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For more information, visit **crn-yacht.com**

CRN 52M

CRN 52M

CRN 52M

ASAN 62

Bill Prince Design
Designer Facing Southeast

Hyundai Yachts, based in South Korea, has announced plans to build its largest yacht to date. Featuring a Bill Prince design, the Asan 62 features ultra-modern lines and an advanced pod propulsion system for top-notch performance quality. Large hull-side windows provide ample natural light for the full-beam salon, galley, dining area and three staterooms spread across the main deck. The upper deck is perfect for relaxing while under way with a full bar and sliding-glass doors that lead out to a sun-drenched patio. It is a big step forward from the shipyard's initial offering, the Asan 45, a 45-foot cruiser with a 30-knot top speed. But that is the way things evolve in Asia's fast-growing leisure-boat market. Prince, who traveled from his Wisconsin-based studio to Korea to meet the team at the shipyard (a division of the huge Hyundai group) said he was enthused by the facilities and the people. Korea is a significant player in the marine industry with vast experience in the design and construction of commercial vessels. In fact, the Hyundai group has had an active marine division for years. Hyundai founder Asan Chung Ju-Yung created the marine division in 1975.

For more information, visit **billprinceyachtdesign.com** or **hdyachts.com**

FEADSHIP AMERICA'S NEW DIRECTOR

Feadship has announced that Feadship America, based in Fort Lauderdale, will have a new hand guiding the helm. Timothy Hamilton is the new director of Feadship America and will be responsible for serving clients on both land and sea, providing dedicated service to owners' representatives and captains as well as supporting the Feadship charter division, managed by Leslie Adams. "I've greatly admired Feadships ever since I was a young boy. Feadship yachts represent heritage, quality and seaworthiness, and I look forward to continuing to uphold these traditions in my new role at the Feadship America office," Hamilton says. Feadship has had its US office in Fort Lauderdale since 1977.

For more information, visit **feadship.nl**

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Drettmann Yachts
Rebirth includes new lineup

German boating group Drettman, formerly active dealers of the Horizon-built Bandido lines in Europe, has a positive outlook for the future and a brand-new offering. In December 2010, Drettmann Yachts joined forces with Antalya-based Sunrise Yachts to form the Drettmann Sunrise Group. Since, Drettman has been busy developing three new lines, the Drettmann Motor Yachts (DMY), the Drettmann Explorer Yachts (DEY) and the soon-to-come Drettmann Superyachts (DSY). With tank testing already under way for the 105-foot explorer and 105-foot motoryacht, Drettmann aims to debut its new series at the 2012 Cannes International Boat and Yacht Show. Both the explorer and yacht series have sleek lines and large windows that are sure to appeal to a large number of potential owners, and with features such as fold-down balconies, an expandable beach club and tender garage, interest might be more than piqued.

For more information, visit **drettmann.com**

SELENE 128 BY GUIDO DE GROOT A SUPERYACHT AND TRAWLER ROLLED INTO ONE

Guido de Groot, Howard Chen and an international team of designers and architects have completed development for the new Selene 128 Ocean Trawler. A slight departure from the classic Selene look, the Selene 128 is more contemporary superyacht than classic trawler. The largest yacht in Selene's line to date, the 128 offers four guest cabins on the lower deck, all ensuite, and a full-beam master suite that occupies the forward portion of the main deck. A full galley separates the master suite from the spacious main salon and formal dining area. On the upper deck, the Portuguese bridge leads directly onto the customary foredeck lounge, and a captain's cabin and office are situated directly aft. Despite the sheen of elegant luxury, the Selene 128 truly is a trawler with ABS and MCA classifications, and the engineering and performance necessary to make long cruises safe, easy and enjoyable.

For more information, visit **selene-yachts.com** or **guidodegroot.com**

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Lion pride
Southampton Yacht Services rebuilds *Sea Lion*

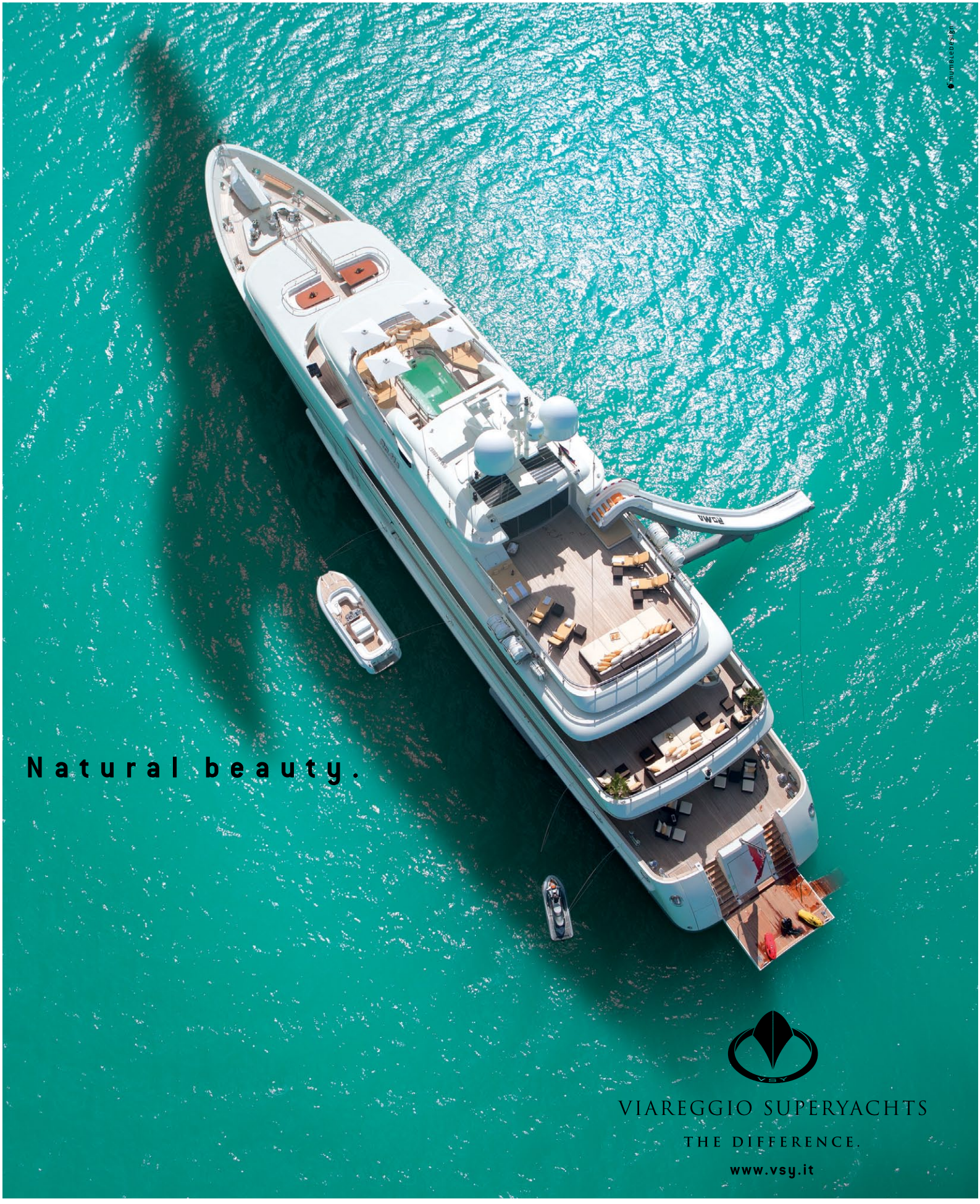
Sea Lion, a 67-foot (21-meter) yawl built by Abeking & Rasmussen in 1953, underwent a nearly complete rebuild at Southampton Yacht Services' yard in the south of England. The shipyard replaced multiple frames, installed a new deck and doghouse, essentially stripping the yacht of everything except her styling and grace. Although the shipyard consulted and followed original plans, the refit is not a faithful restoration. A new interior, new electrical and engineering systems, and new deck fittings will make sailing easier with fewer hands, allowing the new owner to sail in comfort.

For more information, visit **southamptonyachtservices.co.uk**

IGY Marinas and Marina Papagayo Fishing Haven

Island Global Yachting (IGY) recently added a new destination to its growing roster of five-star marinas and resorts. The full-service Marina Papagayo, located on Costa Rica's north Pacific coast is part of the Peninsula Papagayo resort and just a 20-minute drive from Liberia International Airport. Marina Papagayo will be part of the IGY Anchor Pass that allows members to dock at one of six select IGY marinas year round for one fee, and its Anchor Club, a loyalty program for captains of yachts greater than 80 feet.

For more information, visit **marinapapagayo.com** or **igymarinas.com**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Marecucina
The Home Galley

High-end kitchen specialist ALNO has created a "home galley," perfect for yachtsmen who hate to leave the boat behind when their vacations are over. The nautical world has inspired the company's Marecucina (which translates literally to "sea kitchen") design, introduced at the April 2011 Milan furniture fair. Sleek white cabinets form the "hull", with a deck/worktop crafted of walnut and inlaid maple veneer. Inspired by a ship's sail, an LED lighting panel hovers above the countertop. For an additional touch, clients can add a mast with storage space and chrome-plated railings. Contemporary Atlanta recently installed one in a home on Fisher Island.

Within the southeastern United States, visit **contemporaryatlanta.com** or for more designs and information **alno.us**

ATELIER BERNARD PICTET
CLEARLY, THE WOW FACTOR

Looking for the wow factor for guests arriving on board? Designers can come up with a seemingly endless list of innovative materials. Glass, with its multiple properties—ability to distort, reflect or diffuse light, or blend with its environment—is an attractive decorative choice. At the Monaco Yacht Show, visitors on board Heesen Yachts' 180-foot (55-meter) *Quinta Essentia* saw an example of a staircase that gives glass a whole new dimension. Interior designer Michela Reverberi worked closely with Paris-based Atelier Bernard Pictet to produce a special piece in keeping with the overall design theme, which emphasizes the basic elements (*Quinta Essentia* means fifth element). When Pictet started his studio in 1982, glass was still used as an accessory, an afterthought. His studio was a real innovator, transforming the material without heating it and using it in creative ways, including as a structural element. Engraved, etched, sandblasted, painted, glued or cut, in the hands of these artisans, glass becomes the integral part of small or monumental pieces. The staircase of *Quinta Essentia* gets its supremely cool allure from a mix of glass and metal. Pictet also created tabletops (at once minimalist and rich) for designer Rémi Tessier on the 163-foot (50-meter) Fitzroy sailing yacht *Zefira* and other still-confidential projects.

For more information, visit **bernardpictet.com**

A detail of the staircase on the Heesen yacht *Quinta Essentia*

ferretti-yachts.com

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Another Slice of Silver
Hanseatic *Smeralda* Debuts in 2012

Burgess Yachts announces its appointment as sales agent for a new 252-foot (77-meter) yacht nearing completion at Hanseatic Marine in Australia. *Smeralda* shares with the 241-foot (73.5-meter) *Silver Zwei*—which Burgess recently sold—a highly recognizable Espen Øino design. Her long and narrow hull is designed for fuel efficiency. The innovative naval architecture and light components (including an all-aluminum hull and superstructure), combined with twin MTU main engines and fuel-tank capacity, will give *Smeralda* a range of 4,500 nautical miles at 18 knots and a top speed of nearly 30 knots. Like her predecessor, she will feature a contemporary and elegant interior, configured with nine cabins plus an owner's suite connected to a private deck. The sun deck has a glass Jauzzi and large sun pads, plus an area for dining in the shade. The aft main deck, overlooking an expanded beach club, features more seating, a bar and leads to an indoor-outdoor area, surrounded by sliding glass doors. A touch-and-go helipad will allow the owner to catch up with the speedy yacht. *Smeralda* will be among the *Yachts International*'s Top 100 yachts and likely one of the most exciting vessels to appear in marinas in 2012.

For more information, see **burgessyachts.com** or **hanseaticmarine.eu**

LOA:
252ft. 6in. (77m)

BEAM:
32ft. 8in. (10m)

DRAFT (HULL):
8ft. 5in. (2.6m)

MAIN ENGINES:
2 x MTU 16V 4000 M90

SPEED (MAX.):
approx. 29 knots

RANGE:
4,500nm @ 18 knots

DEVONPORT YACHTS UNVEILS ***VAVA II***

In September Devonport Yachts christened its latest megayacht. Formerly known as Project 55, the 315-foot (96-meter) *Vava II* is the largest private yacht ever built in the United Kingdom. The yacht will be delivered to her owners after sea trials. She combines the design talents of Redman Whiteley Dixon (for exterior styling) and Rémi Tessier Design (for the interior). She was built to comply with SOLAS' standards for passenger ships of 36 or more. This yacht is expected to join a small, elite group of superyachts available on the charter market.

Devonport also recently started a several-month refit of the classic 1929 vessel *Dona Amélia* (formerly *Haida G*) at Pendennis' facility in Plymouth.

For more information, visit **devonportyachts.com**

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X-Craft launches new superyacht tender The X Factor

The introduction of the 28-foot (8.6-meter) X8.5 by X-Craft means that this Netherlands-based, custom RIB builder now has three basic models that can be customized countless ways. The first of this model has already been delivered to an American owner who customized the boat with two Mercury Verado 300-horsepower engines that give the boat a top speed of 65 knots. The owner also had it fitted with a stainless-steel radar arch, given a metallic finish, loaded with every available piece of Garmin equipment, added an ergonomic swim ladder and installed a towing eyelet for use as a yacht tender.

Formore information, visit **xcraft.nl**

MORE THAN A LIGHT
WIRED CUSTOM LIGHTING

Wired Custom Lighting's specialty is creating the right ambiance through lighting. CEO Mishel Michael, an architect, founded Alger (now Alger-Triton International) in Los Angeles. The company created installations in high-profile casinos, such as the Bellagio and the Wynn, which helped boost its reputation internationally. It led to massive projects in private and public spaces from North America to the Middle East, which gave the company's designers the ability to work with a great range of materials and scales.

Wired Custom Lighting (a division of Alger-Triton) also works on a smaller scale and has collaborated with a who's who of yacht and private-aviation designers, including Andrew Winch Designs, Eidsgaard Design, Alberto Pinto, Evan K. Marshall and Patrick Knowles (his work on the ISA 63m, featured in *Yachts International* September 2010 is pictured below). While the company spends quite a bit of time developing a look using luxurious materials, it goes beyond creating beautiful light fixtures. Designers are currently working on a dining-room fixture that integrates a discreet camera to enable the staff to provide timely service–a custom order for a confidential yacht project.

For more information, visit **wired-designs.com**

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Yachts International Special Events

This year *Yachts International* is again planning several invitation-only events in conjunction with our partners at the International SeaKeepers Society, *Opulence* Magazine (published by luxury property managers CSI) and our sister company Show Management. We kick off the boat show this year with an October 15 invitation-only event at Fisher Island. "Trilogy" is the opportunity to preview exceptional yachts in the exquisite setting of Miami's exclusive residential island retreat.

For more information, contact Karlene Pack at **karyachts@aol.com**

FORT LAUDERDALE INTERNATIONAL BOAT SHOW PUTTING ON THE RITZ

FLIBS is the occasion for multiple events, many invitation-only, but others open to a wider audience. **The International Superyacht Society (ISS)** hosts its annual gala celebrating the best the superyacht industry has to offer. Winners, selected from a list of finalists as determined by ISS membership, will be announced on October 27 at the Marriott Harbor Beach. In addition to awards recognizing the best motor- and sailing yachts, ISS will present its Distinction and Leadership awards. For the first time this year the society will also bestow the ISS Fabien Cousteau Blue Award. This new award, named after Jacques Cousteau's grandson, recognizes stewardship and conservation of marine ecosystems. Tickets are available to both members and non-members at **superyachtsociety.org.** *Yachts International* is Platinum Supporter of the event and awards program.

The Perseus Awards, presented at the Sights and Sounds of the Pacific Corridor event, held at the Museum of Science & Discovery on October 30, also celebrates green yachting and wildlife conservation. Limited seating is available. For event information, contact Pacific Bound Yachts (e-mail: **lisa@pacificboundyachts.com**). **FLIBS** also offers a wide range of lectures and seminars, including fishing clinics and adventure travel seminars, covering a wide range of topics from diving to lobstering. The lectures, held at the Greater Fort Lauderdale/Broward County Convention Center, are open to ticket holders. Visit **showmanagement.com**

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New England Boatyard
Electronic Sailing

New England Boatyard and Nelson/Marek Yacht Design have created a one- to two-man daysailing yacht. *Scoot* makes use of every bit of available technology including a hydraulic sail-control system and under-deck jib furler by Harken, a swept spreader carbon rig by Hall Spars and a Forespar hydraulic boom furling main. The result is a 55-foot performance sailing yacht with an amazingly clean deck that a single experienced sailor can handle. All electronic systems are controlled at the push of a button easily within reach of one of the two wheels. Despite the goal of simple and low-maintenance operation, the cockpit offers plenty of space for family and friends to relax with the wind whipping through their hair.

For more information, visit **neboatworks.com**

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The Sealver Wave Boat
The PWC Reinvented

This new design from Sealver could be the coolest thing to happen to personal watercraft since the Jet Ski. Sealver, based out of Bordeaux, France, created a boat hull that can be attached to any Yamaha 4-stroke WaveRunner. Just larger than 16 feet and weighing less than 800 pounds, the Wave Boat can carry six passengers—seven counting the driver of the Yamaha—while the incisive hull maintains most of the maneuverability and fun of the WaveRunner. The Wave Boat is equipped with five storage lockers, anchor storage and a swim ladder, and once the boat is beached or anchored it takes less than a minute to detach the WaveRunner. How else can your entire family enjoy the thrills of a single personal watercraft?

For more information, visit **sealver.com**

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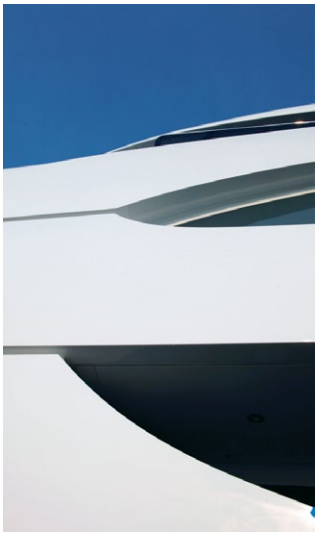
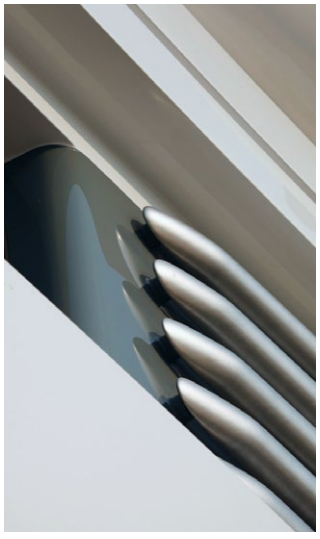
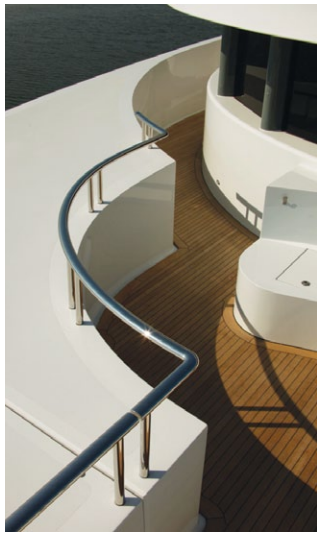
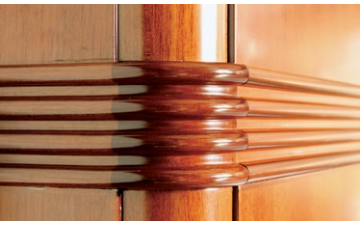






EXCLUSIVE PEEK

The newest Newcastle, *Harbour Island,* is ready for her close-up



A photo essay by photographer Jim Raycroft shows off a few of the amazing details on the 180-foot (55-meter) *Harbour Island*. The yacht's proud owner gave *Yachts International* the opportunity to tour the largest yacht ever built in Florida before her public unveiling. This yacht, with the soul of an explorer, was launched at Newscastle Shipyards in Palm Coast this summer. Her 34-foot beam yields amazing volume. Designers Claudette Bonville, Murray & Associates and the owner gave her a plethora of eye-catching details inside and out. Two master suites, a skylounge with a backlit cathedral ceiling, a pool with an infinity edge and a beach club are a few of the desirable amenities. The only way to truly appreciate *Harbour Island* is to step aboard. The yacht, presented by International Yacht Collection, will be at the Fort Lauderdale International Boat Show.

Photo Credit: Selena Williams

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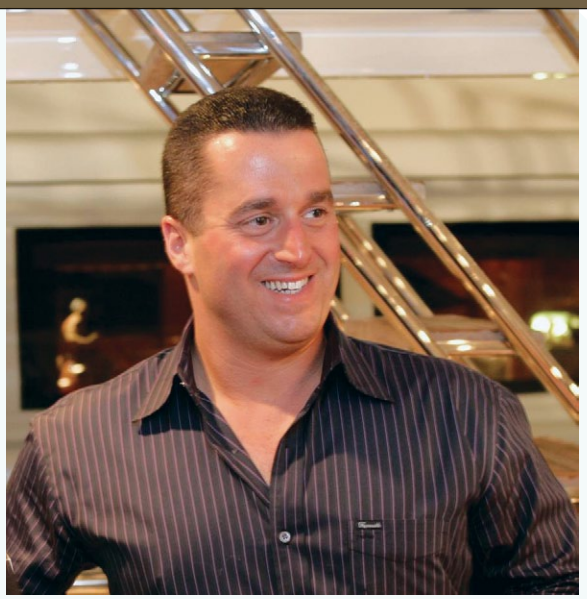
Emerging from the hard times unscathed



Christensen Yachts is surviving and thriving through the tough economic times with new projects queuing up, a restyling of its offerings and renewed activity at its Tennessee yard. CEO Joe Foggia sees strength returning to the market and brighter days ahead. He answers questions about the company's present and future.

What projects do you currently have under way?
We have six projects contracted: three Christensen 164's and three 120's for Ocean Alexander.

Do you think the market is starting to heat up?
For us, yes. We are negotiating with several serious clients.

A couple of years ago, you were getting strong inquiries from South America. Same with these?
The majority are Americans. We're still talking to the South Americans, but lately there's been a surge in serious interest from the U.S.

What are these American clients attracted to? Why Christensen?
They're attracted to us in part because our product is made in America by Christensen employees. They like the consistency and quality of Remember When and Odessa. Generally, they've also reached a place where their companies are leaned out and more efficient, the layoffs are pretty much done and they're ready to go boating again.

You've just created a new 137 tri-deck series. You have the 164 platform and a new 190 as well. Where is the new interest centered?
Across the board really. We're talking to several people about 137's and 190's and we recently sold a 164's we started on spec.

You've just completed a restyling across your lines. Describe what you're doing there.
It's not really dramatic. It's more aimed at updating—keeping the designs fresh and contemporary. They still look like Christensens, a little sleeker and more modern.

Some years back, you announced you were establishing a new yard in Tennessee. When the economy tightened up, you halted development. Where does that stand today?
The facility is constructed. We're looking to build the 190 series and other larger boats there. The hulls and superstructures would be built there and we'd do the interiors and other systems in parallel in Washington and ship them out there. The facility is basically ready. In some bays, all you have to do is turn the lights on. We are working to get signed contracts and operational inside of 180 days.

So you're bullish on the direction of the market and the company?
Yes. It hasn't been easy, but things are looking up. We're hiring about 10 new people a month and I'm confident negotiations will convert to new orders soon.

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YOGI

YOGI

BARAKA

TURQUOISE

Proteksan Turquoise's Triple Play

Three new builds from Proteksan Turquoise made a big splash on the charter scene—and there's more to come by 2012. We take a closer look at their distinct personalities.

STORY **Kim Kavin** PHOTOS **Marc Paris**

BARAKA

ABOVE: *Baraka*'s main salon sets the tone of a highly personal interior; this is the first yacht by Proteksan Turquoise to feature the work of Italian designer Francesco Paszkowski

THREE NEW MEGAYACHTS FROM THE SAME builder is a highly unusual sight at a boat show, but that's exactly the presence that Proteksan Turquoise had at the 2011 MYBA charter show in Genoa, Italy. The Turkish builder splashed the 190-foot (58-meter) *Baraka* in mid-2010 and followed her quickly in early 2011 with deliveries of the 181-foot (55-metr) *Turquoise* and the 197-foot (60-meter) *Yogi* (on our cover). All three yachts were thus new to the Mediterranean charter scene for summer 2011, making Proteksan, for the first time, the dominant brand at a major charter show.

"What is nice about these Proteksan boats is that each is different, with an interior of the owner's complete choosing," says *Baraka*'s Capt. Renzo Chelazzi. "These boats have their own styles. It is not one yard working with the same designer again and again."

Indeed. *Baraka* has a modern décor and an accommodations plan designed primarily to suit the owner's family. The master and VIP cabins are on the main deck with four additional guest cabins belowdecks. Each of the guest cabins has a king-size bed, and one

LEFT AND BELOW: The master stateroom is part of a large owner's suite on the main deck; four lower-deck suites complete the guest accommodations; the yacht was built primarily for family use

BARAKA

LOA: 190ft. 11in. (58.2m)
BEAM: 31ft. 6in. (9.6m)
DRAFT (FULL LOAD): 10ft. 10in. (3.3m)
ENGINES: 2 x CAT 3512B 2 @ 1,911hp
SPEED (MAX.) @ 10 PERCENT: 17 knots
SPEED (CRUISING): 15 knots
STABILIZERS: zero-speed
CLASSIFICATION: MCA, ABS, XA1, E, XAMS, Yachting Service
EXTERIOR STYLING: H2 Yacht Design
INTERIOR DESIGN: Francesco Paszkowski Design
WINTER CRUISING: inquire
NUMBER OF GUESTS: 12
CHARTER COMPANY: Burgess Yachts
CONTACT: burgessyachts.com

TURQUOISE

LOA: 181ft. 9in. (55.4m)
BEAM: 30ft. 6in. (9.3m)
DRAFT (FULL LOAD): 10ft. 2in. (3.1m)
ENGINES: 2 x 1,500 bhp
SPEED (MAX.) @ 10 PERCENT: 17 knots
SPEED (CRUISING): 14 knots
STABILIZERS: 2 x 4 m² fin Quantum QC-1800
CLASSIFICATION: MCA, LR X 100A1 SSC, G6, LMC, UMS
EXTERIOR STYLING: Dubois Naval Architects/ Proteksan Turquoise
INTERIOR DESIGN: HOK Design and Suntay Design
WINTER CRUISING: Caribbean
NUMBER OF GUESTS: 12
CHARTER COMPANY: Fraser Yachts
CONTACT: fraseryachts.com

YOGI

LOA: 197ft. 6in. (60.2m)
BEAM: 30ft. 10in. (9.4m)
DRAFT (FULL LOAD): 10ft. 10in. (3.3m)
ENGINES: 2 x 1,911-bhp CAT 3512B
SPEED (MAX.) @ 10 PERCENT: 16 knots
SPEED (CRUISING): 12 knots
STABILIZERS: 2 x 4 m² fin Quantum QC-1800
CLASSIFICATION: MCA, ABS, +A1, +AMS, Commercial Yachting Services, (E)
EXTERIOR STYLING: Proteksan Turquoise/Jean Guy Vergès
INTERIOR DESIGN: Jean Guy Vergès
WINTER CRUISING: Caribbean
NUMBER OF GUESTS: 12
CHARTER COMPANY: Burgess Yachts
CONTACT: burgessyachts.com

ABOVE: A colorful décor inside and out lends *Turquoise* originality and adds a fun element to the sun deck; entertainment is a big part of the yacht: the skylounge features one of two pianos

of the starboard cabins is wheelchair accessible—as are many of the spaces throughout the yacht, including the elevator. The idea is to have an onboard lifestyle that all guests can enjoy, regardless of personal mobility needs. The sun deck aboard *Baraka* is also noteworthy, as it features a 14-seat dining table, hot tub and sauna. These amenities set her onboard experience apart from that of *Turquoise*, whose top-deck amenities are more specific to sun worshipping.

While many people are likely to appreciate *Baraka*'s inviting amenities, the yacht is expected to be one of the most exclusive yachts for charter within the Burgess fleet. "Because our interior is very elegant and modern, we are not interested in anyone hosting parties," Chelazzi says. "Family charters—that is what we want." The approach to charter reflects the owner's idea of an elegant onboard experience that is appropriate for all ages.

Turquoise, part of the Fraser Yachts fleet, offers a similar ambiance in a different package. She was built for a repeat owner who ordered his first yacht from a then little-known builder in Turkey in 1994 (the shipyard later became Proteksan Turquoise). The first *Turquoise* (since renamed *La Naturalle Dee*) was on the charter market, and her successor reprises some of the features that made her a successful private and charter yacht. Like *Baraka*, she has both a master suite and a VIP cabin on the main deck, but her four belowdecks guest cabins are built

with a combination of king, queen and twin beds. The décor is contemporary and eclectic, featuring everything from Japanese-style paper to Cubist, Impressionist and Abstract Expressionist art. Blasts of colors make the interior feel dynamic and crisp. A group of adults would be quite comfortable chartering *Turquoise*, and the yacht would make a lovely platform for a cocktail party.

Some of the interesting charter features include a Yamaha Baby Grand in the skylounge and a self-playing Clarinova in the master suite. The sun deck aboard *Turquoise* is also noteworthy, with a large sun pad that runs from the hot tub far forward all the way beyond the radar arch amidships. The width of this sprawling cushion is, in some cases, more than half the sun deck's beam—ideal for sun worshipping. *Turquoise* takes good care of the owners, the guests and the crew, with comfortable spaces, appropriate to their use.

Yogi stands apart from *Baraka* and *Turquoise* not only in décor and amenities, but also in general design. She is an expedition-style yacht with an additional deck for guest use. Like *Baraka*, *Yogi* is part of the Burgess charter fleet, and *Yogi*'s owner hopes that his yacht will be among the most actively booked in the company.

"We decided from the beginning to have her as a charter yacht, and we thought about features that clients would want to see on the boat," says *Yogi* Captain Frédéric Castaignos. "It is fortunate that many of the things the owner wanted are likely to be popular

ABOVE: The main salon onboard *Turquoise* opens onto a large aft deck, ideally designed for entertaining small or larger groups; four comfortable staterooms are belowdecks

YOGI

ABOVE: *Yogi* makes the most of its extra deck with a plethora of charter-friendly amenities; here the main salon, which is divided into cozy seating areas, opens wide onto the aft deck

for chartering as well."

Of the three yachts, *Yogi* was designed with the forethought to appeal to the broadest possible number of people, as opposed to an owner's specific desires. *Yogi* does not have *Baraka*'s wheelchair accessibility or *Turquoise*'s eclectic artwork, but she does offer two teak beaches, one in the stern and the other starboard aft, to give swimmers and Jet Skiers different access platforms from the water. There's also a dedicated massage room, an enclosed and air-conditioned lounge on the sun deck and a 13-by-16-foot swimming pool that's just deep enough to keep children safe and happy. Indoor amenities include Apple TV with iPod controls for each guest and a smart television display in the main-deck foyer where charterers can view the day's menus, itinerary, weather forecast and more.

"The owner of *Yogi* believes that charter comes first," Castaignos says. "We had a Monaco Grand Prix charter booked before we even launched, and we will be going to the Caribbean for the winter season to take as many charter bookings as possible."

Without question, these three motoryachts exemplify the versatility of the Proteksan Turquoise yard, as well as the level of customization that owners can enjoy. Each end result is highly personalized, though completed to a level that suits the marketplace well.

All three of the Proteksans were well received at the Genoa show, an annual showcase for charter professionals, but *Yogi*'s unassuming décor and plethora of charter-friendly amenities—which make her easiest for brokers to sell to a

wide variety of clients—was especially well received. Her unusual layout creates a plethora of entertainment spaces for all size groups.

When asked if similar amenities will be encouraged aboard future builds, Mehmet Karabeyoglu of Proteksan Turquoise said the yard does consult with owners on yachts that are likely to go into charter, but that primary emphasis is placed on features that will help each yacht hold its resale value.

"When we are asked, we warn clients sometimes not to go in the wrong direction, a direction that would make marketing the boat for charter or resale difficult," Karabeyoglu says. "So far, our boats have been very easy to charter, so what we have done seems correct."

He says that most clients request yachts with *Turquoise* and *Baraka*'s traditional layout and the yard has no current inquiries for another yacht with *Yogi*'s expedition-type plan. The shipyard, he adds, is happy to discuss any vision that a yacht owner has and selects strong project managers to execute each project to the owner's specifications, no matter how different they are.

From *Turquoise* to *Yogi* and the recently splashed 231-foot (70-meter) *Talisman C*, the shipyard is showing quite a range. The 258-foot (73-meter) *Vicky,* due to launch in 2012 features amenities such as private balconies and a towering atrium. While steering clients in the right direction, Proteksan Turquoise seems to be heading down the right path as well. ■

For more information, visit **proteksan-turquoise.com**

ABOVE: The aft deck features a pool and the lower deck a beach club; the guest suites have an Asian-inspired décor; a bird's-eye view of the sun deck and the infinity pool

Benetti *Told u So*

dream it

Entrepreneur Kirk Lazarus, principal of Molori Design, made his own dream come true with his new 145-foot Benetti, *Told u So*, and now he intends to do the same for others

STORY **Jill Bobrow** PHOTOS **Thierry Ameller and Stephen Soller**

TOLD u SO

The salon feels like a room in a real home; you can catch up with the articles you missed from *National Geographic*, relax or enjoy a drink at the bar

Kirk Lazarus has just returned from a shopping spree in Saint-Tropez and greets me aboard his new 145-foot (45-meter) Benetti called *Told u So*. An energetic guy in his mid-40s, of medium height, rather fit, he sports a "Miami Vice" day-old stubble and wears ordinary board shorts and a T-shirt that says "Call My Agent." He bought, on impulse, a sizable primitive painting of the American flag with the word "peace" splayed across it, which the crew has hung in the skylounge above the beige corner sofa and a tufted American-flag-upholstered ottoman. Just as he anticipated, the new painting fits perfectly.

I met Lazarus last year when he was still building the boat. He had a specific visual (and visceral) dream about yachts and charter and I was curious to see if he had actualized it. We met to discuss his approach to design, hospitality, luxury and charter. Lazarus is extremely animated when he speaks, and his clipped South African twang punctuates his unbridled enthusiasm. Deep in dialogue, he is still able to absorb everything else that goes on around him—telephone conversations, a wind shift and a pillow out of place; nothing eludes him. A side of this entrepreneur and yacht owner is still a mischievous boy. He clearly is a player and he likes to play. As part of his personal daily regimen, he runs or walks at least three miles a day. If he can't go ashore to get his aerobic exercise fix, he is keen to use his water toys. Wakeboarding, paddle boarding, Seabobbing, snorkeling and jet skiing are all on the menu.

"I like to see life move past you, but not pass you by."

He has chartered numerous times, but *Told u So* is the first large yacht he has owned. During the past 15 years or so, he has led the "luxe life" and has traveled extensively. This has given insight into what others might be looking for in terms of service and amenities. As the founder of Molori Private Retreats, he is the consummate host and wants to ensure that all of his guests have the best possible experience.

Lazarus founded Molori Design and Molori Private Retreats in 2008 in South Africa where his company runs Molori Clifton in Cape Town and Molori Safari Lodge in the Madikwe Game Reserve. He later opened Molori Great Barrier Reef in Port Douglas, Australia, and Molori Beach House in Santa Monica, Calif., is soon to open. *Told u So* is the latest entry in this illustrious list.

"Molori," in the African language Setswana, translates to "dream it," something that Lazarus seems to have an uncanny ability to do. His dreams have translated into spectacular retreats, which in turn inspired a design business. Several Molori guests, wanting to replicate their experience at home, turned to Lazarus to realize their dream. Happy to do so, he has established himself as a designer of just about everything, including apartments, villas, airplanes, resorts and now yachts for a number of A-list clients.

Lazarus began dreaming of his boat when the market was peaking and prices were crazy. He was looking for a yacht under 500 tons, one that would have no trouble getting in and out of ports. He visited yards in Northern Europe and in Italy in the summer of 2008. It was just before the economic crisis, and he found that a few of the highly regarded yards were not very welcoming. He then met Stefano de Vivo from Azimut-Benetti at a social engagement and determined he wanted to do business

ABOVE: Lazarus, caught in a rare moment of relaxation, hand picked everything on the yacht, including a painting of the American flag, which he bought on impulse during a shopping spree in Saint Tropez; it fits perfectly in the skylounge

with him. "I wanted a yard that could get into my head and listen to what I wanted. I demanded flexibility. I was at Benetti wearing what I am wearing today—board shorts and a T-shirt. I am not sure they first took me seriously.

"I chartered the yacht *More* (Hull No. 2 of Benetti's Tradition line) for three weeks, and I kept thinking about how my boat would be different. For instance, I wanted a bigger master suite, a larger bathroom, a walk-in wardrobe; I did not need another dining room on the main deck. I am a very visual person. I redrew the layout. I wanted to impart the Molori brand to the yacht," he says.

"I don't need a 100-meter yacht with 50 crew, just a boat for 10 guests with 12 very good crew," he adds. Describing his philosophy about crew, he goes on to say that he thinks they themselves need to experience an ultra-luxury lifestyle in order to be able to offer it to guests. He has his top-level Molori staff train on the boat and vice versa. At his private retreats in the bush Lazarus has built a village for his staff, where every room has satellite TV, a couch and a desk. There is also a vegetable garden, fruit trees and a staff swimming pool. He wants people who work there to be proud of where they live. He also built an elementary school for the kids, and when his staff's children want to go on to higher education, he offers to contribute to their tuition. Lazarus also likes to help people fulfill their dream.

Some of this philosophy is obvious aboard *Told u So*. As conscious as he is of guests, Lazarus knows crew accommodations are important, too. To make things easier for his engineer, he nixed a steam room in the garage in order to create a separate cabin for him.

As far as guest accommodations, the yacht's décor is best described as eclectic and playful. Lazarus wanted the

BELOW: The master suite on the main deck includes a study; the bedroom's forward-facing California king-size bed features a colorful Missoni headboard and a panoramic view

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BELOW: The master suite on the main deck includes a study; the bedroom's forward-facing California king-size bed features a colorful Missoni headboard and a panoramic view

boat to have a very comfortable organic feel—in the sense that all pieces fit together harmoniously—not simply be a showcase for a singular style, such as Art Deco or New York contemporary. He feels his casual mix and match makes the yacht feel more like a real home, as if you went away on holiday and picked up an Indonesian mask here and a Venetian chandelier there.

Told u So's main salon is a grownup playroom, not the kind of formal living room that only gets used when company comes over. There is an upright piano for sing-alongs below a bookshelf filled with *National Geographic* magazines. Instead of the traditional dining room forward of the main salon, there is a distressed-leather Chinese daybed where you can lounge in front of the fireplace or watch movies on the flat-screen TV hidden behind a lithograph. Throughout the boat, there are areas to engage as a group or to wander off and be on your own. Lazarus detests rooms where there is a big void in the middle and furniture clinging to the fringes.

The master suite forward on the main deck has a study with an imposing leather-topped antique desk with silver drawer pulls procured from an antique dealer who was using it as his personal desk. The transporters had put blue tape to mark the dings and scratches they thought occurred during the move, not imagining that Lazarus would have shipped a piece of furniture that was so beat

ABOVE: The bathroom continues the haven-like feel of the master suite; eclectic chairs on the yacht's indoor-outdoor dining room exemplify the design philosophy; a sumptuous Chinese daybed faces a working fireplace and a TV hidden behind the artwork

ABOVE: The Jacuzzi on the foredeck is reserved for the owner's use; a door leads directly from the master stateroom to this private outdoor retreat

up. No Pottery Barn inauthenticity here, every nick and scrape is exactly as he found it. Opposite this desk is a cozy crescent-shaped daybed. The bedroom itself has a forward-facing California king-size bed with a Missoni headboard and panoramic view. The luxurious bathroom has both a bathtub and a large combined rain/steam shower with glass surround that turns from clear to opaque with the flip of a switch. And talk about flip of the switch. All the cabins are operated via iPad—the call button, the TV, entertainment system, the drapes, the lights—and it is very user friendly.

Lazarus says he does not have preconceived design notions and can do anything his clients want. In his world travels, he likes to collect things. He might recommend a particular glass end table for a client's villa or bring it to one of his resorts where it will be put to good use. What he doesn't find through his travels, he designs and fabricates. For instance, silver specialist Carrs in Sheffield, England, makes custom silverware for Molori.

Told u So has an array of multicolored Molori-designed and custom-made zebra chairs, interspersed with leather chairs, antique lamps and Venetian glass. The main dining area in the skylounge is at once inside and outside, as the glass doors open 280 degrees. A breakfront room divider features at its center a large hanging crustacean embedded in a piece of glass. Lazarus conceived this piece of art after he ate the lobster and saw what an amazing shape the shell was. On either side of this *objet d'art*, glass cupboards lift and lower, revealing a collection of exquisite colored wine glasses.

Lazarus' Italian captain Fabio Mistri was the captain on *More* for eight and a half years, so he is extremely

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familiar with the Benetti Tradition series. He knew exactly what worked well and what could use improvement. His influence is seen in both bridge design and deck alterations. He credits Lazarus with having found new ways to create additional space, so that the boat is now more like a 53- than a 45-meter yacht.

Lazarus has no problem visualizing an empty space. He used a stick to draw the plan for his first Molori Safari Lodge; the architects followed the outline and it worked. In his own words, he "likes to design without boundaries."

"If I have a signature look, it is to make the outside become life inside—a moving postcard, a boat, a jungle beach, activities going past you, even framing it. I like to see life move past you but not pass you by," he says.

Instant ownership is key; Lazarus wants people to feel at home. He believes in auras and the feeling of genuine warmth. "Whether aboard my yacht or in my resorts, the more time you spend there, the more time you will feel ownership; the place will blend to you. However, I do find it is necessary to have a good balance; nothing has to be 100 percent (maybe 98 percent). One always needs something to look forward to."

In the world of dreams anything is possible—told you so… ■

BELOW: With so many toys onboard, the beach club is an essential platform for all kinds of water fun; Lazarus himself likes to try everything, including this rented rocket pack; the cozy sundeck reflect Lazarus' belief in auras and the feeling of genuine warmth

CONTACT:

***Told u So*:**
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Molori:
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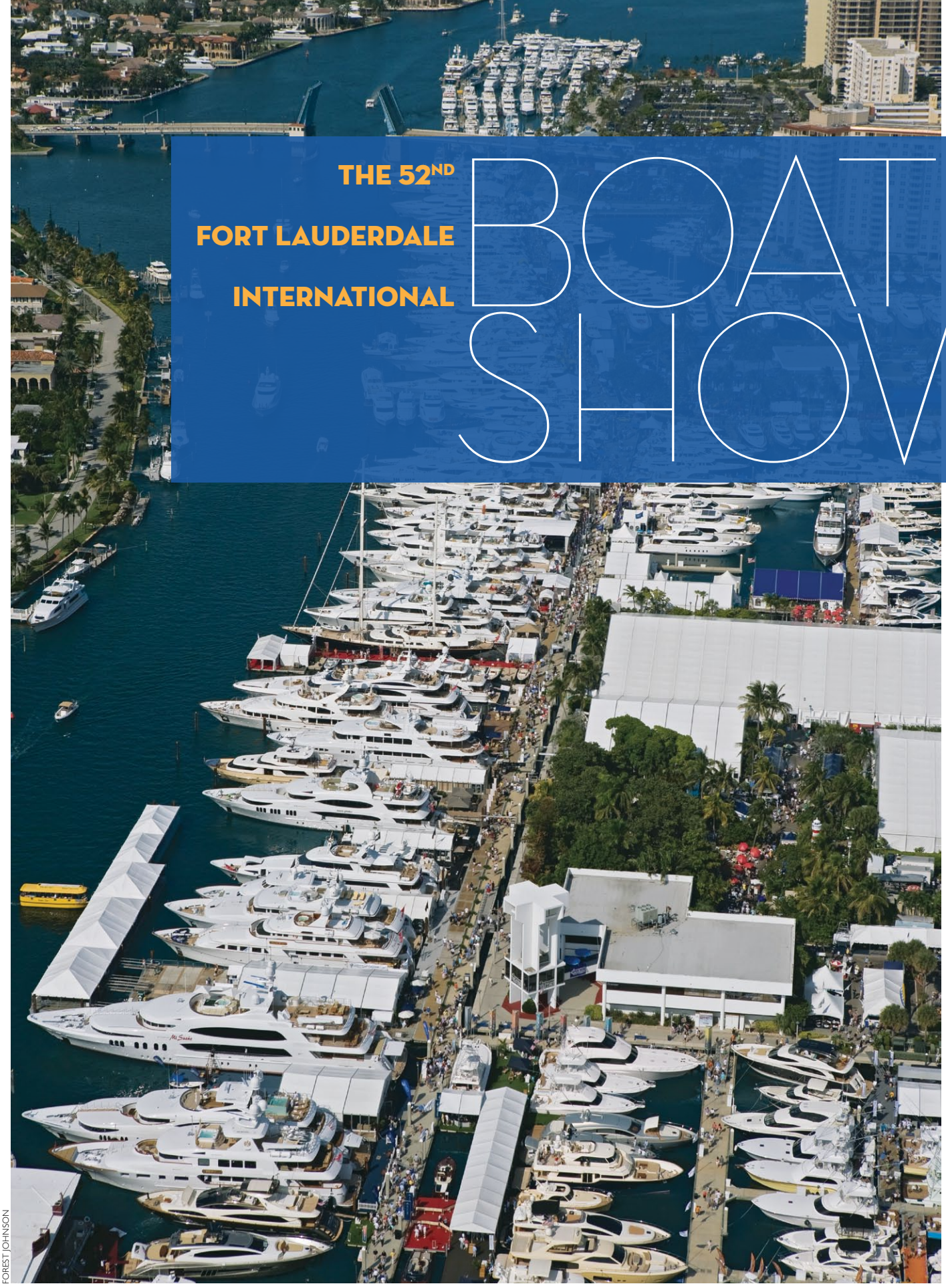


FOREST JOHNSON

Fort Lauderdale celebrates its centennial this year. For more than half of that century, the city has put boating at the very heart of its economy and lifestyle. Dredging and construction helped make more of the waterways accessible to boats and yachts of all sizes. The hometown boat show increasingly attracts an international crowd and builders from around the world. As the boat show grew in scope and influence, Fort Lauderdale increasingly became a popular stop for yachts transiting between the Caribbean and the Mediterranean. It was the case again this winter, with a parade of big yachts calling at Bahia Mar Yachting Center, the Fort Lauderdale Hilton Marina, Pier 66 and The Sails Marina until early May. Within a few weeks, they will be back in great numbers, in many cases making a stop at the Fort Lauderdale International Boat Show (FLIBS), before embarking on a charter season in the Caribbean.

Because more big yachts are calling Fort Lauderdale home, they have increasingly been an impressive presence at the show. Something new at FLIBS this year is an area dedicated to superyacht builders, many of whom are represented by the SYBass (Superyacht Builders Association). A new dock will accommodate the association's member displays and around this covered exhibit area, located along Face Dock at Bahia Mar, will be several of the show's largest yachts. The largest ever to be docked at Bahia Mar Yachting Center during the show is the 240-foot (73-meter) Delta Marine *Laurel*. Others of the very large yachts will be at the Hillton Marina and The Sails Marina.

WELCOME TO THE FORT LAUDERDALE INTERNATIONAL BOAT SHOW, THE WORLD'S LARGEST BOAT SHOW

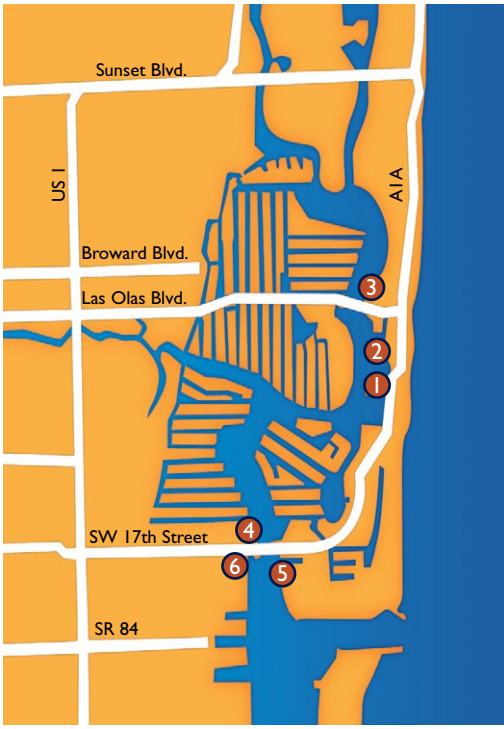
But the beauty of this boat show is that there something for everyone. If a superyacht is not what you aspire to buy just yet, take a look around. The show has something for every kind of boater, from speedy center consoles to sportfishers to trawlers. Boaters looking for the right sturdy boat to take on long expeditions will have an easier time this year, as organizers have consolidated all trawlers in one convenient area within the Bahia Mar Yachting Center. The new area, dubbed Trawler Dock, is along B and B/C docks.

A glimpse into what promises to be a magnificent boat show follows, highlighting a few of the headliners and several interesting new models from international builders making their Fort Lauderdale debut this year.

For more information, visit **showmanagement.com**

FOREST JOHNSON

For additional content please visit Yachts International online



WHEN

October 27 to 31, 2011

Thursday, Oct. 27: 1
10 am to 7 pm (Prime Time Preview)

Friday, Oct. 28, to Sunday, Oct. 30:
10 a.m. to 7 p.m.

Monday, Oct. 31: 10 a.m. to 5 p.m.

Prime Time Preview admission:
$36 per person

General admission: $18 per person per day

Five-day ticket: $90 per person

Discount available for online ticket purchases (showmanagement.com) and children 6–15

WHERE

Bahia Mar Yachting Center **[1]**/
Hall of Fame (HOF) **[2]**/Las Olas Marina (LOM) **[3]**

Fort Lauderdale Hilton Marina **[4]**

The Sails Marina **[5]**

Greater Fort Lauderdale/Broward County Convention Center **[6]**

FLIBS introduces **MyBoatShow**, a free new app for iPhone and Android

THE YACHT LINEUP AT THIS YEAR'S BOAT SHOW IS SUBJECT TO CHANGE

THE PAVILION

PAMELA AND ERIC DAHLING

The Fort Lauderdale International Boat Show is huge. Walking the docks and going up and down gangplanks is fun, but it can be exhausting.

A few years ago, *Yachts International* came up with the idea to offer a retreat from the heat and an enjoyable place to conduct business or simply relax during boat shows. A nice lunch, background music and a comfortable chairs can do wonders to fire up the imagination, spark a conversation and help seal a deal.

It is inspiring to see how a casual meeting will be the occasion for a new idea to take hold. Cocktail napkins become impromptu sketch pads, as ideas turn into projects.

We call this casual and elegant meeting place, available during several of the year's boat shows, the Pavilion.

This year again, in Fort Lauderdale, *Yachts International* takes over the Swimming Hall of Fame museum and library, an air-conditioned complex conveniently located between the Bahia Mar Yachting Center and the Hall of Fame Marina. The space is transformed into a posh lounge with a bar, lunch tables, exhibits from luxury companies and private meeting rooms. The car showcase in front never fails to stop people in their tracks, but the Pavilion is not opened to the public. It is a members-only club.

Among the companies sponsoring the Pavilion this year are Concord Marine Electronics, East Coast Jewelers, Kearsley Home fine linen, Marsh insurance and Swiss Metal Assets.

This year *Yachts International* also introduces the Captain's Den, in partnership with Marine National Suppliers, a provider of goods and services to the megayacht industry. Open to a group of select megayacht captains, this new area, adjacent to the Pavilion will be an ideal network place in a fun and relaxed environment..

For more information, email Karlene Pack at **karyachts@aol.com**

THE BOATS

LÜRSSEN **NORTHERN STAR**

This Top 100 yacht with styling by Espen Øino and interiors by Pauline Nunns returns to Fort Lauderdale. *Northern Star* boasts an entire deck devoted to the owner's comfort and privacy. Professional-quality gyms (one each for both guests and crew), entertainment systems and water toys ensure that everyone will find a way to pass the time, no matter their inclinations. Even those who can't be separated from the mainland for long don't have to worry; this yacht comes equipped with multiple top-of-the-line communications systems. She is powered by two CAT 3516B engines and boasts an impressive range of 7,000 nautical miles.

LOCATION: The Sails Marina • **LOA:** 248ft. (75.4m) **BEAM:** 44ft. 3in. (13.5m) **ENGINES:** 2 x Caterpillar 3516B @ 2,680hp

DELTA **LAUREL**

Laurel is one of the largest US-built yachts in the past 75 years, and while she has navigated extensively since her 2006 delivery, she has kept as low a profile as her size and easily recognizable Donald Starkey styling would allow. In fact, this is her first boat show. *Laurel* is the first yacht to have a composite superstructure on top of her steel hull, for lighter weight and fuel efficiency. Overall, Delta Marine designed the yacht to be as environmentally friendly as possible, and *Laurel* exceeds the standards established by the International Convention for the Prevention of Pollution from Ships (MARPOL).

LOCATION: Bahia Mar, SYBass Dock 101 • **LOA:** 240 ft. (73.15m) **BEAM:** 40ft. 2in. (12.26m) **ENGINES:** 2 x Caterpillar 3516B HD

ROSSINAVI **NUMPTIA**

We caught a glimpse of this beautiful Italian yacht, launched without much fanfare in Viareggio last spring. Rossinavi's *Numptia* is a steel and aluminum superyacht, with naval architecture by Axis Group Yacht Design, styling by Studio Spadolini and an interior by Salvagni Architetti, masters of space and light. The five-deck yacht accommodates up to 12 guests in four lower-deck cabins and an ondeck master suite. *Numptia,* which is available for charter through Burgess Yachts, also has a spa deck with sauna, steam room and a gym, and a sun deck with an infinity pool. Her range is an impressive 6,000 nautical miles. She's earned Italian classification society's RINA's Green Star.

LOCATION: Bahia Mar, HOF Face Dock 1 • **LOA:** 229ft. 7in. (70m) **BEAM:** 41ft. (12.5m) **ENGINES:** 2 x Caterpillar 3516B DITA

THE YACHT LINEUP AT THIS YEAR'S BOAT SHOW IS SUBJECT TO CHANGE WITHOUT NOTICE

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KISMET

HARBOUR ISLAND

LADY LINDA

LÜRSSEN **KISMET**

This 223-foot (68-meter) beamy yacht by German superyacht builder Lürssen often stops in Fort Lauderdale. *Kismet*, featured in *Yachts International* in July 2007, owes her outstanding looks to Espen Øino and beautifully appointed interior to Reymond Langton Design. It takes a while to appreciate all the details aboard this six-deck yacht, and she is well worth another look. *Kismet*, part of the Moran Yachts display, has a range of 5,000 nautical miles at 12 knots, and with her MCA compliance can cruise all over the world. Her two Caterpillar engines give her a top speed of 15.5 knots.

LOCATION: Sails Marina • **LOA:** 223 ft. (68m) **BEAM:** 42ft. (13m) **ENGINES:** 2 x Caterpillar 3512B @ 1,957hp each

TRINITY **LADY LINDA**

The owners of Trinity Yachts' Hull No. T-50 were hankering for a low-draft yacht they could keep behind their home and thus made it a priority when planning *Lady Linda*, their third Trinity. At 187 feet, this all-aluminum yacht has an 8-foot draft. The owners were very involved with designer Evan K. Marshall to plan the interior, emphasizing quality of staterooms over quantity, with all beds facing the windows. A semi-displacement yacht, *Lady Linda* will be able to cruise at 18 knots with twin Caterpillar 3516C HD, rated at 3,384 horsepower at 1,800 rpm. At 10 knots she has a range of 3,800 nautical miles to discover shores far away from home. *Lady Linda* will be shown alongside other recent examples of Trinity Yachts' new beam series.

LOCATION: Bahia Mar, F Dock • **LOA:** 187ft. (57m) **BEAM:** 33ft. 4in. (10.2m) **ENGINES:** 2 x Caterpillar 3516C @ 3,384hp each

NEWCASTLE **HARBOUR ISLAND**

One of the larger debutants of this year's show, *Harbour Island* is also the flagship of the Florida-based Newcastle Shipyards. Murray and Associates (exterior styling) and Claudette Bonville (interiors) worked closely with the yacht's owner to deliver the ultimate family and charter yacht. The sun deck has an infinity-edge Jacuzzi with swim-up bar and plenty of space for lounging. Sun pads wrap around the aft of the upper deck as well, framing a spacious alfresco dining space. Also on the upper deck are a skylounge with vaulted ceilings and one of two master suites. No matter where guests lay their head, they will do so in comfort. *Harbour Island*, built in steel with an aluminum superstructure, is MCA compliant and has trans-Pacific range.

LOCATION: Bahia Mar, SYBass Dock 1 • **LOA:** 180ft. (54.9m) **BEAM:** 34ft. (10.4m) **ENGINES:** 2 x Caterpillar 3512B @ 1410hp

DELFINO 93' TRADITION 105' CLASSIC 121' CLASSIC SUPREME 132' CRYSTAL 140' VISION 145'

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ELLIX TOO

HELIX

CRYSTAL 140

ISA **ELLIX TOO**

Ellix Too is the first yacht built by International Shipyards Ancona to be shown at the Fort Lauderdale show. The 156-foot yacht (47.5m) yacht was delivered in 2005. At the time, in addition to her beautiful lines and sweeping staircase by Walter Franchini, the yacht sported a distinctive red hull. Her steel hull was recently repainted blue and her aluminum superstructure oyster white as part of an important refit. A modern interior décor almost takes a back seat to views through large windows. The master suite encompasses almost the entire bridge deck, and the yacht also features a huge VIP suite. She has an estimated top speed of 17 knots. Edmiston is the sales agent.

LOCATION: Bahia Mar, F/G Dock • **LOA:** 155ft. 9in. (47.5m) **BEAM:** 28ft. 2in. (8.6m) **ENGINES:** 2 x MTU @ 2,333hp each

FEADSHIP **F45 HELIX**

Helix, the fifth Feadship F45, features a spectacular layout, which places both master and guest cabins on the main deck, providing beautiful views from every room. Natural light—which, in the master suite pours from a large multi-panel skylight—abounds and makes the spaces seem even larger than usual. Dark mahogany wood and wall fabrics in cream tones welcome guests into what feels like an ever-moving beach house. Guests can easily enjoy the privacy of their staterooms without losing sight of their surroundings or join the rest of the party on the upper deck or sun deck for a more social atmosphere.

LOCATION: Bahia Mar, SYBass Dock 101 • **LOA:** 146ft. 6in. (44.65m) **BEAM:** 30ft. 2in. (9.20m) **ENGINES:** 2 x MTU 12V 2000 M70

BENETTI **CRYSTAL 140**

This new example of the Benetti Class range shares styling cues with other new models designed for Benetti by Stefano Righini, including the Delfino 93. The interior can be extensively tweaked to suit owners' tastes within two different décor schemes—traditional or contemporary. Inside, this particular Crystal 140 evokes the feel of years gone by with rich, dark veneers on floors and walls. Yet, large windows in the main living areas keep the space feeling open and spacious. Performance-wise, this composite yacht has an attractive maximum speed of about 16 knots, thanks to twin CAT C32 Acert engines. An integrated bridge puts all functions at the captain's fingertips.

LOCATION: Bahia Mar, Face Dock 14A-C • **LOA:** 137ft. 7in. (41.94m) **BEAM:** 29ft. 9in. (9.05m) **ENGINES:** 2 x CAT C32 Acert

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—82—

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SHOOTING STAR

AZIMUT GRANDE 116

WESTPORT 112

DANISH YACHTS **SHOOTING STAR**

Sleek and sporty, this silver yacht is sure to turn heads. *Shooting Star*'s need for speed is evident in her curvaceous, aerodynamic lines, which, combined with a powerful MTU package and waterjets, allow speeds of more than 47 knots. Inside, not one iota of luxury is missing either. A huge sliding roof, big windows and wide-opening doors flood the light-hued interior with natural light. Danish Yachts' in-house team, Espen Øino International and Art-Line Interiors created a stunner. For a detailed report on the Aerocruiser 38 II see *Yachts International*'s October 2011 edition.

LOCATION: Bahia Mar, F Dock • **LOA:** 124ft. 8in. (38m) **BEAM:** 24ft. 7in. (7.5m) **ENGINES:** MTU/Holm Technoscan + MJP Waterjets

AZIMUT **GRANDE 116**

The new Grande collection from Azimut includes this very attractive mid-range flybridge yacht by Stefano Righini. Multiple layout options are available for each deck, giving owners the opportunity to create a practically custom design. The spacious sun deck, equipped with a compact helm, has several areas easily convertible from sun to shade for dining or sunbathing. The yacht has a garage that holds a tender and several water toys. The yacht cruises at about 25 knots and can reach a top speed of 28 knots. Shown alongside will be the new Azimut 105.

LOCATION: Bahia Mar, Face Dock 14 A-C • **LOA:** 116ft. 6in. (35.46m) **BEAM:** 24ft. 3in. (7.4m) **ENGINES:** 2 x MTU V16 2000 M93

WESTPORT **112**

This yacht is undeniably a success. Westport has built 52 in this series since introducing it, making only a few tweaks along the way. The Seattle-based shipyard, as usual, is making a big showing in Fort Lauderdale. Among the yachts on display is one of the only two Westport 112s it has built positioning the master suite (one of four staterooms) on the main deck. The first Westport 112 with a similar configuration was sold to a very private owner, so it is a rare opportunity to view this layout. Built in composite with a raised pilothouse, the yacht offers plenty of space inside and out. The Jack Sarin-designed hull is efficient, and the yacht reaches a top speed of about 25 knots.

LOCATION: HOF • **LOA:** 112ft. (34.1m) **BEAM:** 23ft. 9in. (7.2m) **ENGINES:** 2 x MTU 16V 2000

SHOOTING STAR

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CUSTOM LINE 100

MARLOW YACHTS 97E

SANLORENZO 104

SANLORENZO **104**

One of the latest yachts in the SL104 line, introduced in September 2009, debuts here. Built in composite at Sanlorenzo's Ameglia shipyard near La Spezia, this planing yacht features a balanced and elegant profile by Francesco Paszkowski, and a nice-size flybridge with space for dining in the shade and plenty of room for sunbathing. The main deck features a sun pad forward and another dining table with comfortable seating just outside the salon doors. The décor by American designer Marty Lowe is alluringly modern and casually elegant. The main deck is dedicated to an open salon, professional and elegant galley, and helm station. The lower-deck staterooms offer appealing retreats after a day in the sun. This is one of several new yachts ranging in size from 72 to 104 feet.

LOCATION: Bahia Mar, Face Dock 13 • **LOA:** 104ft. (31.7m) **BEAM:** 23ft. 4in. (7.1m) **ENGINES:** 2 x MTU 16V 2000 M93

FERRETTI **CUSTOM LINE 100**

This new Custom Line features simple European elegance. By owner's request, the open salon and dining area features a sliding-glass door that opens onto a fold-down balcony, further opening the already airy space. Simple lines and a no-frills décor put the emphasis where it should be: on the large windows and views available from almost every room on board. The full-beam master suite includes a small study, sitting area and ensuite bathroom. The four remaining staterooms (all ensuite) are on the lower deck. Twin MTU 16V 2000 M94 engines drive the flybridge yacht up to 27 knots, but she cruises comfortably at 24 knots.

LOCATION: Bahia Mar, E Dock 500A-N • **LOA:** 100ft. 5in. (30.6m) **BEAM:** 23ft. 9in. (7.25m) **ENGINES:** 2 x MTU 16V 2000 M94

MARLOW YACHTS **97E**

The newly delivered Marlow 97E makes her Fort Lauderdale debut. Built in the Marlow Norsemen shipyard in Xiamen, China, this is a much larger yacht than what Marlow has built in the past—truly a megayacht. *Irish Rover* is quite impressive with its ondeck master suite with ensuite bath, carved out of single block of stone, and six more cabins below. Full crew accommodations are accessible through the transom door. Meticulous attention to finishes, including impeccable woodwork, styling and innovative construction are all in keeping with the Marlow pedigree. Each Marlow features a custom interior and Hull No. 2 is expected to have a slightly different configuration. The long-range cruiser, the Marlow Voyager 76E, is also expected to be back.

LOCATION: Bahia Mar, B/C Dock 1 • **LOA:** 100ft. 11in. (30.7m) **BEAM:** 21 ft. (6.4m) **ENGINES:** 2 x Caterpillar 32 @ 1,760hp

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PARAGON 94

MANGUSTA 92

BENETTI DELFINO

MANGUSTA **92**

This is Hull No. 27 of Overmarine shipyard's successful Mangusta 92 line. A new design philosophy is evident is this latest example, which shares her predecessor's perfect proportions and speed. Her twin 2,600-horsepower diesels and KaMeWa 56 jet drives give her a 37-knot top speed, and with a draft of less than 4 feet, she is ideally suited for quick jaunts to the Bahamas or islands of the Caribbean. Modern furnishings fall short of being minimalist with elegant wengé flooring, oak veneers and fine leathers. Three spacious staterooms and an entertainment room are located on the lower deck. A garage accommodates water toys. With a true open yacht philosophy, this is an ideal yacht to enjoy sea and sun.

LOCATION: Bahia Mar, F Dock, 604-606 • **LOA:** 92ft. 8in. (28.24m) **BEAM:** 21ft. 7in. (6.58m) **ENGINES: POWER:** 2 x MTU 16V 2000 M94 @ 2,600hp each

PARAGON MOTOR YACHT **TENACITY**

A former yacht captain founded Paragon Motor Yachts in 2000. Based in Newport Beach, Calif., the company has quietly carved a niche on the West Coast of the United States. It began construction of three 102-foot Pilot House cruising yachts in 2003, which were promptly sold. Paragon, which builds composite yachts currently ranging in size from 86 to 94 feet in various configurations, this past year sold three 94-foot yachts to owners on the East Coast. One of them, the 94-foot *Tenacity* is a classic composite pilothouse motoryacht, with a 6-foot draft. Twin Caterpillar C32 diesel engines give *Tenacity* a top speed of 20 knots and a 14-knot cruise speed.

LOCATION: HOF, F/G Dock 46 • **LOA:** 94ft. 3in. (29m) **BEAM:** 21ft. 7in. (6.6m) **ENGINES:** 2 x Caterpillar C32

BENETTI **DELFINO 93**

Fitting everything an owner would expect from a yacht into less than 94 feet isn't exactly easy, but with the Delfino 93, Benetti has managed to do just that. Sun pads, Jacuzzi, full bar, informal alfresco dining space and helm station make the sun deck the perfect place to enjoy the sun while cruising. For extended cruising, the professional bridge offers the perfect vantage point for the captain and guests. This yacht is remarkably quiet under way in the spacious salon or the lower-deck suites, decorated in a choice of classic or modern styles. A hidden garage holds both a tender and a Jet Ski. Powered by two CAT C18 ACERT engines, the Delfino 93 cruises at a top speed of 14 knots, and coasts comfortably at 13 knots.

LOCATION: Bahia Mar, Face Dock, 14 A-C • **LOA:** 93ft. 6in. (28.5m) **BEAM:** 23ft. 1in. (7.03m) **ENGINES:** 2 x Caterpillar C18 ACERT

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RIVA DOMINO 86

NUMARINE 78HT

NISI 2400

RIVA **DOMINO 86**

This sporty Riva yacht easily draws the eye to her sleek lines. Perfectly balanced on the line between a superyacht and a day cruiser, the Domino 86 provides eight guests the perfect relaxed cruising environment at any speed. The four staterooms include a full-beam master suite, a VIP suite and two double twin suites, one of which can easily be converted to a double-bed stateroom. Additionally, the yacht offers plenty of options to enjoy the outdoors. At the bow sits a large sun pad and a dinette for informal alfresco dinners while another, even larger sun pad occupies most of the sun deck. Domino is powered by two MTU 16V 2000 M93 engines, which give her a top speed of 38 knots and a cruising speed of 34 knots.

LOCATION: Bahia Mar, E Dock, 500 • **LOA:** 86ft. 7in. (26.4m) **BEAM:** 20ft. 4in. (6.2m) **ENGINES:** 2 x MTU 16V 2000 M93

NUMARINE **78HT**

This sporty hull, designed and built by the innovative Turkey-based Numarine shipyard, is the first ever to be shown in Fort Lauderdale. The yacht is a true "open," with large windows, skylights and a retractable sunroof that flood the main salon with light. The outdoor spaces are designed purely for the enjoyment of the sun. The lower deck holds four staterooms—a master, a VIP and two twins, all ensuite—as well as a full galley and crew quarters for two. The 78 Hardtop offers two power packages, each with two MAN V12 engines that provide either 1,224 horsepower or 1,550 horsepower. Depending on the engines, the 78 has top speeds of up to 38 knots and cruising speeds as high as 34 knots. The Numarine 78 exhibits excellent maneuverability and seakeeping abilities.

LOCATION: Bahia Mar, G 717 • **LOA:** 78ft. 6in. (23.98m) **BEAM:** 19ft. (5.8m) **ENGINES:** 2 x MAN V12 @ 1,224hp

NISI **2400**

"Every so often, a boat comes along that really stands out from the crowd," so states our article in the April 2011 issue of *Yachts International* magazine, which featured the NISI 2400 before her Fort Lauderdale debut. This boat may be built in composite (advanced Kevlar composite, to be precise), but the NISI team broke the mold when they built it. The 2400 is truly an innovative yacht through and through, and stylish to boot. The builders wanted to build it to superyacht standards, and made it so the yacht would meet MCA and RINA class requirements, a very seldom occurrence on a yacht this size (LOA is 78 feet). Zeus pods, a Skyhook system, a range of 1,500 nautical miles at 9 knots and a supremely stylish interior complete the attractive package.

LOCATION: Bahia Mar, F/G Dock • **LOA:** 78ft. (23.6m) **BEAM:** 19ft. 10in. (6.04m) **ENGINES:** 3 x Cummins @ 1,800hp

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BERTRAM 64

SUNSEEKER 73

FERRETTI 720

SUNSEEKER **73**

The new Sunseeker Manhattan 73, part of Sunseeker's and dealer Nautikos' large display, features a generous beam. Three lower-deck staterooms, including an ensuite stateroom with large portholes, feature large beds and ample headroom. The main deck boasts an attractive open space. The large flybridge helm station has a nice console with companion seating. Sunseeker offers owners multiple options to customize their yachts, from power options—giving it a speed range of up to 34 knots—to a wide selection of interior finishes. It is one of several models new to the American market, including the Manhattan 53 and a new Predator 64, equipped with IPS drives.

LOCATION: Bahia Mar, Face Dock 2A-H • **LOA:** 74ft. 2in. (22.6m) **BEAM:** 18ft. 10in. (5.73m) **ENGINES:** various options

FERRETTI **720**

This attractive flybridge yacht—designed by Studio Zuccon International Project, Advanced Yacht Technology and the team at Centro Stile—offers owners many of the same innovative features found in the Ferretti 800 (also on display) in a slightly smaller package. The lower deck's four staterooms include a full-beam master suite with two large windows—and crew quarters for three. Galley, formal dining and salon all reside directly behind the bridge in a flowing floor plan that makes the most of the available interior space. Sliding-glass doors open onto a dining area aft, and a staircase leads to the sun deck with a large sun pad. Ferretti offers two engine packages, which give her a maximum possible speed range of 31 to 33.5 knots and a cruising range of 28 to 30 knots.

LOCATION: Bahia Mar, E Dock 500 • **LOA:** 71ft. 6in. (21.79m) **BEAM:** 18ft. 8in. (5.7m) **ENGINES:** 2 x MTU 10V 2000 M92 @ 1,381hp or 2 x 10V 2000 M93 @ 1,524hp

BERTRAM **64**

Somehow combining sleeker lines with a style that is a throw back to the early model Bertram sportfishers, the new Bertram 64 offers fishermen a delicate balance of speed, agility, strength and safety. Bertram offers several engine packages, but when powered by CAT C-32 Acert engines, the 64 tops out at around 40 knots. She also comes with standard features that will appeal to any serious fisherman, be he hobbyist or pro. The 194-square-foot cockpit offers plenty of workspace and storage including extra-large in-floor fish boxes, built-in bait well, spacious refrigerator and freezer space and ample rod storage to make sure you always have the necessary tools on hand.

LOCATION: Bahia Mar, E Dock 500 • **LOA:** 67ft. 6in. (20.6m) **BEAM:** 18ft. 5in. (5.62m) **ENGINES:** 2 x Caterpillar C32 @ 1,676hp or 1,825hp or 2 x MTU 16V 2000 CR M91 @ 2,001hp

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Facilities vary by location

HORIZON PC58

PRINCESS 60

MAGELLANO 50

PRINCESS **60**

This is the latest edition of Princess Yachts' new 60 flybridge. Not the least of the yacht's features is a very pleasing profile, with a flybridge extended aft to provide plenty of space for lounging up top and shading the U-shape seating area on the aft deck below. Nicely sized hull windows provide great views from the full-beam owner's stateroom, one of three cabins to share smartly allocated space on the lower deck. Another nice feature is a large swim platform, which can be lowered for launch of a personal watercraft. Several engine options provide top speeds in the upper 30s. The Princess 60 is part of a large display featuring several other new models ranging in size from 42 to 85 feet.

LOCATION: Bahia Mar, D Dock • **LOA:** 61ft. 1in. (18.61m) **BEAM:** 15ft. 10in. (4.83m) **ENGINES:** various options

HORIZON **PC58 CATAMARAN**

A very interesting new model by Horizon Yachts, this 58-foot catamaran, built in composite, features plenty of space and is packed with innovation. Horizon offers owners the ability to customize the interior finishes. The extra-wide beam allows an interesting layout with a salon, dining and open galley design, with plenty of room forward for a full-beam master suite, plus two cabins below. Up top, a flybridge has space for dining and sunning. Designed for fuel efficiency, the yacht has a draft of less than five feet, providing access to a variety of cruising areas.

LOCATION: Bahia Mar, F Dock, 622-624 • **LOA:** 59ft. 9in. (18.22m) **BEAM:** 24ft. 6in. (7.47m) **ENGINES:** 2 x Cummins QSM 11 @ 705hp each

AZIMUT **MAGELLANO 50**

Cozy and comfortable, the first of this innovative RINA-classed mid-range cruiser was introduced in Genoa last year. Builder Azimut offers options for customization, and this particular one (presented by Azimut's US dealer MarineMax) was appointed for the American yacht owner with an attractive leather interior. Gifted for navigation, the Magellano 50 has two wheelhouses, one on the main deck and one up on the flybridge next to the sunbathing/alfresco dining area. The lower deck accommodates two or three cabins with the remaining space devoted to either (or both) a study or a salon.

LOCATION: Bahia Mar, E Dock • **LOA:** 51ft. 4in. (15.64m) **BEAM:** 15ft. 3in. (4.65m) **ENGINES:** 2 x Cummins QSB 5.9 @ 425 mHP

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WIDER 42

PRESTIGE **500 FLY**

Prestige is a motoryacht line that is part of French boating group Beneteau, which includes Monte Carlo Yachts and luxury sailboat builder CNB. This attractive 50-footer combines harmonious design, power and safety. Wide side decks, a sun pad forward, a spacious aft deck sheltered by the nicely appointed flybridge, a swim platform and a hydraulic gangway facilitate life outdoors. Inside, the boat features a surprising three cabins, including a full-beam master suite with private access and great ocean views through large hull windows, plus a crew cabin aft. The boat has two helm stations for ease of maneuvering, and its IPS Volvo 600 engines provide a speed range of 24 knots (cruising) to 29 knots (top speed).

LOCATION: Bahia Mar, F/G Dock • **LOA:** 49ft. 1in. (15.2m) **BEAM:** 14ft. 11in. (4. 5m) **ENGINES:** 2 x IPS Volvo 600 @ 435hp each

WIDER **42**

Featured in our Innovation and Design section this summer (*Yachts International,* July 2011), the Wider 42 literally unfolds to provide passengers with additional lounging space. Belowdecks is an air-conditioned salon, which by night is the perfect sleeping quarters for two. A small head also fits here. Next to the helm on the main deck, a kitchenette and dining area rise straight out of the deck. The small stern garage holds a Jet Ski and, when not in use, becomes an additional lounging space. To top it all off, Wider will get you where you're going without delay: the two Yanmar 8LV 370-horsepower engines give her a top speed of 46 knots.

LOCATION: Bahia Mar, F/G Dock • **LOA:** 42ft. 4in. (12.9m) **BEAM (OPENED CONFIGURATION):** 21ft. 6in. (6.6m) **ENGINES:** 2 x Yanmar 8LV @ 370hp

RIVA **ISEO**

This 27-foot runabout has the kind of grace that has earned Riva so many fans. The style harks back to gentlemen's boats of years back, but is completely innovative through and through. This small yacht also easily adapts to the weather with either an electro-hydraulic bimini top or an automated convertible-style waterproof soft top by OPAC. Riva offers several engine packages, which provide a top speed range of 36 to 41 knots and a cruising speed range of 30 to 35 knots. The Riva Iseo also comes with a hybrid engine, ideal for cruising on a lake.

LOCATION: Bahia Mar, E Dock 500 • **LOA:** 27ft. (8.24m) **BEAM:** 8ft. 2in. (2.5m) **ENGINES:** various options

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DESIGNERS' SHOWCASE

CRN 46 DISLOPEN

READY, SET, GET INSPIRED

We pay homage to the explorers, sturdy displacement yachts that can take yacht owners long distances, but surely will keep them looking stylish anywhere they drop anchor. CRN ventures into a new territory with yachts that draw inspiration from two distinctive and seemingly irreconcilable styles. Plus three designers tell us how they added a wow factor to important areas of a yacht.

CRN 52 DISLOPEN

CRN DISLOPEN

Mixing the cards for a whole new deck

WHAT IS SLEEK LIKE AN OPEN, HAS THE TRANSATLANTIC RANGE OF A FULL-DISPLACEMENT YACHT AND THE INTERIOR VOLUME OF A MEGAYACHT? READ ON.

Open yachts are sleek and speedy, with a decided emphasis on alfresco spaces. Displacement yachts are typically traditional in profile and leisurely paced, with more interior spaces. These two yacht designs really don't have much in common. So why, then, would Italian yachtbuilder CRN deliberately mix such disparate looks and uses for its new Dislopen ("displacement open") series?

The Italian builder simply tried to help reignite interest in the new-yacht market. CRN Chairman Lamberto Tacoli acknowledges that to do this, builders need to be innovative. It was at the urging of a longtime client who has become a friend that CRN decided to explore uncharted territory.

The Dislopen series certainly does that. Offered in 46-, 52- and 62-meter models (151-, 171- and 203-feet, respectively), the tri-deck yachts offer the fresh-air lifestyle of open yachts but emphasize the stability and performance of displacement yachts. This is something no other builder does. Many clients like the styling and speed of open yachts, CRN Brand Manager Luca Boldrini says, but they have disadvantages—specifically, lower volume, more noise and vibrations, higher fuel consumption and shorter range than their displacement counterparts. "We wanted something that had the lines and sleekness of an open boat, the volume outside and inside of a displacement boat, the transatlantic range of a full-displacement boat and the fast lines of an open boat," Boldrini says. "We wanted to mix the cards."

Each Dislopen model should cruise at 14 knots and top out at 15 knots, with

Caterpillar powerplants. In addition, the 151-footer will displace 450 tons, the 171-footer's displacement will be 540 tons, and the 203-foot model will come in at 775 tons, figures that Boldrini says compare favorably to those of traditional displacement yachts in similar sizes.

In terms of interior layouts, Gianni Zuccon, head of Studio Zuccon International Project, which designed the series, says that Dislopen defines "an entirely new landscape at sea," better interpreting the way people live aboard their yachts and making a closer connection to the water. How? Boldrini says that CRN and Studio Zuccon International Project carefully evaluated typical interior layouts and how they were used in planning the series. Based on their clients' feedback, they discovered that some rooms are hardly used and could be eliminated. CRN's research showed that owners and guests tend to use the main salon far more often than they do the skylounge, for example. Therefore, the Dislopen series does not have a skylounge, and the main deck is the focus for all daytime relaxing and dining. The relaxing extends outside, of course, aft and forward. Besides the aft-deck dining and seating, the bow invites owners and guests to enjoy the views—"to see the sea," as Boldrini says—from a C-shape settee and sun bed.

But let's get back to that interior arrangement for a moment. After all, if there's no skylounge, what goes in its place? And, if the main deck is totally devoted to lounging, what happens to the ever-popular main-deck master suite? Designers answered both questions by transforming the upper deck into a private domain for the owners, lined with large windows that practically bring the beautiful anchorages straight inside.

Note "private," though: Guests don't have access to the sunbathing or seating area, which is strictly reserved for the owners. Just as many other yards are reporting these days, CRN is seeing an increasing desire among clients for more privacy. Boldrini adds that the clients who have seen the Dislopen models so far like having the entire deck (with, of

CRN 46 DISLOPEN

CRN 52 DISLOPEN

CRN 62 DISLOPEN

CRN 62 DISLOPEN

course, the wheelhouse being the exception) to themselves.

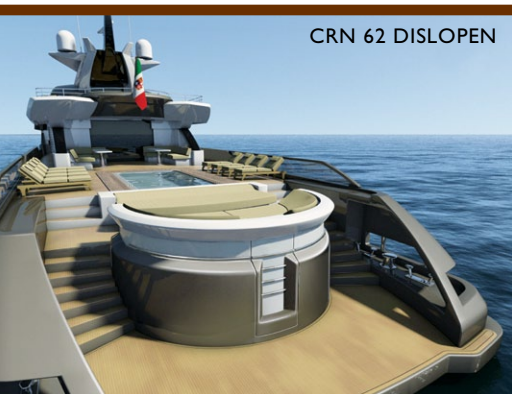
Now, this is not to say that the layout does not treat guests well. Five staterooms are provided belowdecks, regardless of length. In all models, the main deck features a cinema, though it can be outfitted instead as a gym. Outside, guests have a pool at their disposal aft on the main deck and an open-air dining area just forward. While there are full sun decks solely on the 151-foot and 171-foot Dislopen models, all three yachts have fold-down terraces. The 151-footer features it in the dining area, the 171-footer has it in the VIP cabin, and the largest model benefits from one to each side of the dining room. And consistent with recent CRN yachts, the Dislopen series provides a transom beach club and spa.

In summing up the Dislopen concept, Tacoli says the designs should appeal to anyone who enjoys the Mediterranean lifestyle—a term meant as an analogy, rather than a literal location reference.

Essentially, CRN wishes to attract owners who relish being close to the sea.

— DIANE M. BYRNE

For more information, visit **crn-yacht.com**



CRN 62 DISLOPEN

Sunrise Yachts proposes several interesting layouts for the Sunrise 50, filled with light thanks to large stateroom windows, a dedicated dining area with floor-to-ceiling doors and an open aft deck

SUNRISE YACHTS

Designers Espen Øino and Franck Darnet have worked closely with Antalya-based Sunrise Yachts to develop this thoroughly seductive 164-foot (50-meter) yacht. Various options are available, but the common theme is simple: break the barriers that separate the guests from the sea. The design takes another step toward what may come one day: a yacht made entirely of panoramic or collapsible panels. Big windows and full-length doors are part of it. No stateroom is located below the main deck. In one of two possible configurations, the master suite occupies most of the upper deck. The lower deck is reserved as the

Sunrise 50m

LOA: 163ft. (49.8m)
BEAM: 29ft. (9m)
DRAFT: 9ft. (2.8m)
DISPLACEMENT:
450 tons (full load) / 380 tons (light)
ENGINES: 2 x MTU 12V 2000 M72
FUEL CAPACITY: 16,000 gal. (60,000L)
WATER CAPACITY: 3,600 gal. (13,500L)
SPEED (MAX): 16 knots
SPEED (CRUISING): 12 knots
RANGE @ 12 KNOTS: 4,000 nm

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MCC YACHTS

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The alluring Sunrise 50 by Espen Øino offers owners options for interior layout and design, as well as the transom area, which can be built with an infinity pool or a beach club overlooking a large swim platform with built-in access to the water

all-technical area, including the professional galley. The stern area can be set with an infinity pool or a beach lounge overlooking a swim platform, and the salon on the aft deck is a shaded space that can be entirely opened to the elements with retractable windows. The sun deck is a private space with all that is expected for fun in the sun. The lines of this steel and aluminum yacht are elegant to boot, with pleasing contrasts between traditional round portholes on the lower deck and elongated vertical ones forward of the main deck. On the upper deck, the portholes make way for nearly full-length windows that open wide to complement opening bulwarks. The yacht is not solely about looks. Its fuel reserves and economical consumption allow it to cross the Atlantic or do a full season of coastal cruising without the need to get to the diesel pump. The Sunrise 50m synthesizes all the good ideas that have appeared over the past few years and added a few more for good measure.

For more information, visit **sunriseyachts.com**

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MCC

46m Long Range

This young builder knows a thing or two about long-range cruising. Its inaugural vessel, the recently sold *Marco Polo*, designed in conjunction with Ron Holland, explored the world's oceans propelled by its efficient single engine and logged approximately 37,000 nautical miles to date. The 147-foot yacht's inaugural cruise was from Hong Kong to the Mediterranean. MCC recently launched a second yacht, designed by MCC's charming Polish-born naval architect Kasia Milewska. *Mazu*, currently commissioning in China, also boasts a single engine, in addition to a distinctive red hull.

While MCC's founder, Roland Sturm, and Milewska both firmly believe in the single-engine power plant as an efficient way to propel a yacht (as they do a great number of commercial vessels) they decided to give clients the option to opt for the more conventional twin-engine setup in their newest project, this attractive 150-foot long-range yacht. The new project looks back to dreadnought ships for some of its styling cues. "I took my inspiration from the ships that were built early in the last century with no-nonsense efficiency," Milewska says. Efficient on the outside, the new Marco Polo yacht is also efficient on the inside. The layout foregoes the seldom-used traditional dining room and instead features a flexible arrangement allowing the salon to convert to a dining space. Most of the time, guests eat outdoors, and the formal dining area on the main deck just takes up valuable real estate. The staterooms are split over two decks (three staterooms on the lower deck and a VIP and master suite on the main deck) to maximize their size. MCC builds its yachts at Cheoy Lee.

For more information, see **mcc-marcopolo.com**

LOA: 150ft. 10in. (46m)
LWL: 147ft. 7in. (45.4m)
BEAM: 29ft. 6in. (9m)
DRAFT: 8ft. 2in. (2.5m)
DISPLACEMENT: 450 tons
FUEL CAPACITY: 13,379 gal. (62,000L)
WATER: 1,057 gal. (4,000L)
ENGINE: 2 x CAT C32 ACERT 1,600 bhp @ 2,300 rpm
SPEED (MAX): 16.5 knots
RANGE@10 KNOTS: 5,600 nm

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COLUMBUS YACHTS

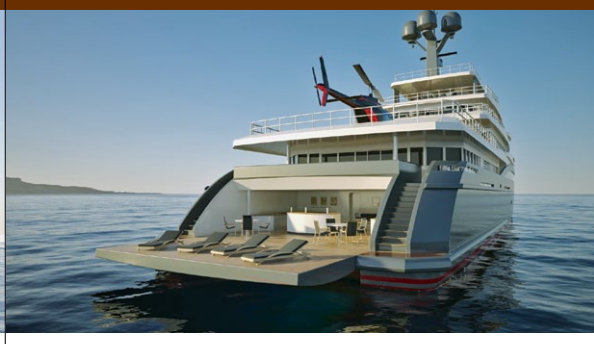
Global Explorer

LOA: 237ft. 10in. (72.5m)
BEAM: 44ft. 4in. (13.5m)
DRAFT: 12ft. 9in. (3.9m)
DISPLACEMENT (FULL LOAD): 1,337 tons
ENGINE: 2 x CAT C3516 1,710hp
SPEED (MAX): 18 knots
SPEED (CRUISING): 15 knots
RANGE@15 KNOTS: 5,000 nm

The Columbus Global Explorer has completed all pre-construction phases and is awaiting contract.

With exterior designs by Hydro Tec and interior concept by Hydro Tec and Claudio Cicconetti, the Global Explorer has the potential for a stunning level of comfort and elegance. The design falls short of being too commercial in nature. The designer pays homage to the big steel ships that ply the oceans, but has softened the lines of a yacht that happens to be an explorer. Guests would enjoy six spacious cabins, not counting the expansive master suite, and an array of outdoor and indoor spaces sure to provide every form of entertainment. Up to 22 crewmembers can be accommodated to ensure all the details of a voyage are well in hand. Several salons are spread across the decks, and two elevators—one for guest use and one for crew—connect all five decks. The classic steel-hulled explorer is designed to roam far and wide. Delivery would be about 30 months after construction starts at the Naples, Italy shipyard. A scale model of this impressive yacht will be on display at the Denison booth at the Fort Lauderdale International Boat Show. Columbus Yachts is the luxury yacht division of the Palumbo Shipyard.

E-mail **alex@denisonyachtsales.com** or visit **columbusyacht.it** for more information



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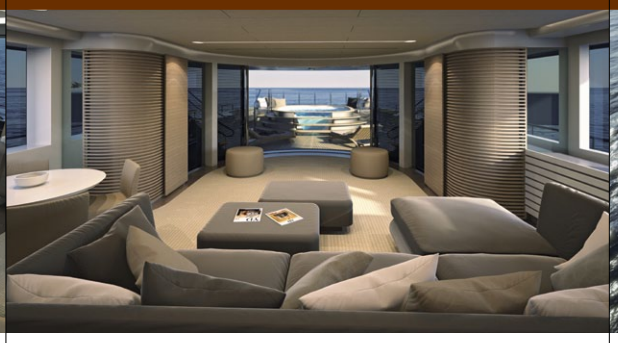
LOA: 149ft. 2in. (45.5m)
BEAM: 28ft. 9in. (8.8m)
DRAFT: 8ft. 9in. (2.7m)
DISPLACEMENT (FULL LOAD): 440 tons
ENGINE: 2 x 862 hp @ 1,800 rpm
SPEED (CRUISING): 15 knots
RANGE @ 11 KNOTS: 6,000 nm



MONDO MARINE

Mondo45 Explorer

Mondo Marine has forged its reputation with innovative custom vessels built in aluminum or aluminum and steel. But it really made a splash when it built the one-of-kind expedition-style *Tribù* for Luciano Benetton. Mondo Marine revisits the explorer with a seductive project it has developed in collaboration with Sergio Cutolo. The hull form was developed in conjunction with the Krylov Institute and a series of tank tests. Gifted for extensive navigation, with a range of 6,000 nautical miles at economical speed, this vessel makes room for a huge beach club, terraces and an infinity pool. The forward area of the main deck is dedicated to the owner, with a gym, massage room, sauna, Turkish bath, plus, of course, a spacious master stateroom. Four additional staterooms are on the lower deck. Danilo Parisio developed the interior scheme. As proof that Mondo Marine is on to something, the shipyard has recently signed contracts for a Mondo56 Explorer and a Mondo35 Explorer.

For more information, visit **mondomarine.it**

Various views of the Mondo45 Explorer; the design seeks to merge outdoor and indoor spaces with glass doors, folding terraces and a hydraulic swim platform

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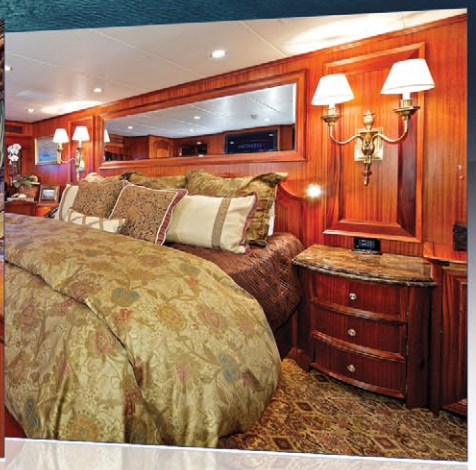

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BELUGA

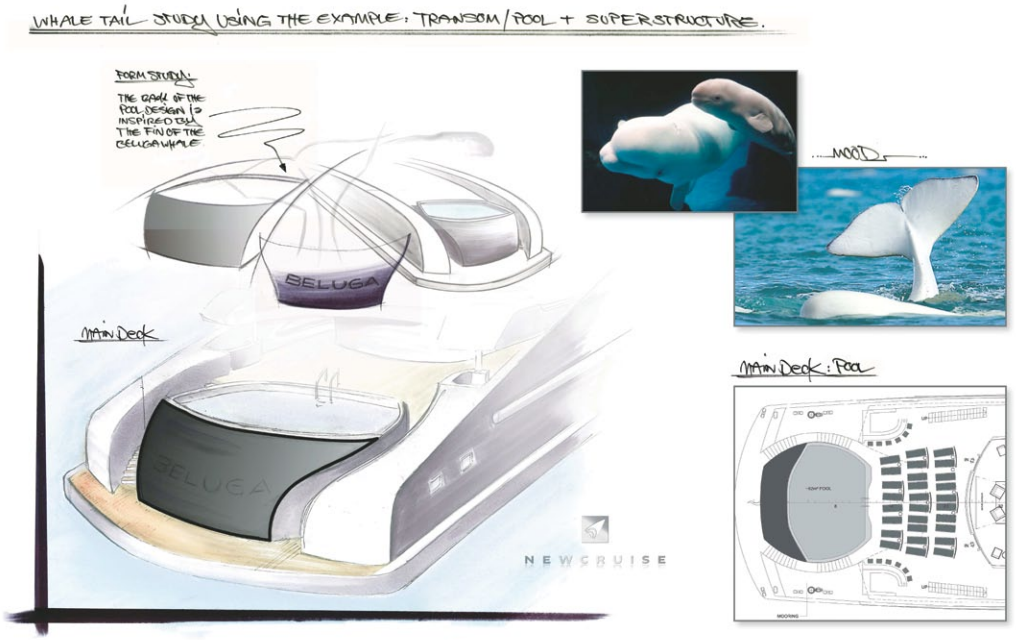
DESIGNING FOR A LIFESTYLE

As yacht owners spend more and more time aboard their yachts, yacht designers want to offer their clients experiences that are unique to their particular lifestyle, reflecting how they live and what is important to them. We have asked a few designers to choose a design element from a recent project and share their thoughts with us, in their own words. COMPILED BY **Jill Bobrow**

BEACH-CLUBBING IT

"As a designer or an architect, it is vitally important to pay homage to various cultures and lifestyles. As a yacht designer, you have to be open-minded and attuned to social clues when spending time with your clients. Sometimes it is necessary to dive into art and music. Whatever their pastimes or passions, it is important for a designer to appreciate their clients' way of life—to understand how they entertain or relax. The one commonality all yacht owners share is an affinity with the water and the love of being on the sea. But one style does not fit all. During the last many years, there have been a lot of new yacht designs and new concepts.

Frank E.H. Neubelt, principal designer and senior partner of Newcruise Yacht Projects & Design



The tail of a whale provided inspiration for the shape of the pool on the Newcruise 146 project, appropriately nicknamed Beluga; side terraces offer more options for lounging on this 492-foot Yachtliner, a very high-end cruise liner for 80 guests in 20 apartments

A VERSATILE DINING AREA ABOARD THE 164-FOOT HEESEN *SATORI*

"Faultless perspective, pure lines and uncompromised functionality give *Satori*'s stunning salon superb refinement. The area has been split into three distinct sections, with emphasis on interaction and flexible living. At the center, four sliding panels encircle the dining area, offering infinite possibilities to transform the ambiance. There is no dead space, as the round ebony dining table can be lowered to transform the space from a formal dining retreat into a more intimate cocktail area.

In keeping with the interactive and flexible theme, a polished, stainless-steel lazy Susan spins quietly at the center of the table, and I added swiveling "Shell" leather armchairs from my exclusive Private Collection. Integrated peripheral lighting falls gently on the hand-chiseled glass and silver, brushed spruce panels and hand-woven linen curtains, complementing the sheen of the palladium-leaf ceiling.

This blend of dynamism and practicality plays a vital role in *Satori*'s forward-thinking design. Superb craftsmanship belies the complexity behind deceivingly simple objects."

— Rémi Tessier

Rémi Tessier of Rémi Tessier Design, Paris, France, explains the idea behind this versatile dining space aboard *Satori*

I have noticed that today, with hectic work schedules and stressful demands of modern life, yacht owners cherish family time and privacy aboard their boats. I have seen that they really like to use their yachts. Many like to spend time on board out at anchor. With yachts being so large, many 180 feet in length, they are often relegated to bays or outer harbors. Therefore, the deck areas and outside spaces are increasingly more important. More and more yachts have gotten beyond Jacuzzis and they have real swimming pools and beach clubs and spa–style environments. Staying fit and healthy has become increasingly important to all people. Everyone enjoys being outside. In really warm weather, overhead fans or water vapor systems can easily modify the heat. Well-thought-out sunbathing areas are appreciated, plus the fun of feeling like you are at a club adds to the enjoyment."
— Frank E.H. Neubelt

FOR ADDITIONAL CONTENT, SEE THE DIGITAL EDITION

A free-flowing pool and playful sunbathing area occupy the transom area of the Newcruise 150, an explorer-style yacht

DANA JINKINS

WINE CELLAR ABOARD *MI SUEÑO*, 190-FOOT TRINITY

"When it came to the request made by the owner of *Mi Sueño* regarding creating a special place for his wine collection, it immediately became apparent that the most dynamic spot for such a unique space would be the vessel's aft entry, a location that creates a highly unusual experience for those who board the yacht. In my design, the space was created to expand the owner's onboard experience, especially while enjoying his wine with friends and family. The design is intended to transport the owner and guests to a place where the experience is both private and secluded, enhanced by elements of nature in a rusticated and organic way. The space embraces elements such as distressed wormwood for the wine cellars, tumbled marble flooring and petrified tree trunks as end tables. The privacy of the space is achieved by the use of power-operated sheer curtains creating a silhouette divide between the wine area and the dining salon, offering the crew the perfect opportunity to add the finishing touches on the dinner table while the owner and guests enjoy their wine experience. As the designer, there was much satisfaction in being presented the opportunity to think beyond the norm in creating an elevated experience that enhances the owner's time on board…hopefully a feature that beckons his return to the yacht!"
—Patrick Knowles

The entrance foyer on *Mi Sueño* and its designer Patrick Knowles

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Delta 151 Monarch

Stepping Up

While Delta Marine is more accustomed to taking a new motoryacht build from concept sketch right through to launch, commissioning and delivery, when Caterpillar Financial Services Corporation (Cat Financial) approached the Seattle builder in mid-2010 with a proposal to finish construction of a partially completed 151-foot tri-deck, Delta was ready and willing to take on the job.

STORY Jerry Stansfield **PHOTOS** Stephen Cridland

Work on Project Monarch, launched at Delta Marine, had begun at Northern Marine in nearby Anacortes, Wash., but had been halted when financial setbacks forced that company to suspend operations. Having originally funded the project, Cat Financial was understandably eager to bring it to completion.

Caterpillar has enjoyed a long-standing relationship with Delta, which also handles extensive refit projects, and identified it to be an ideal candidate for this assignment. At the time that construction of the all-composite 151 was interrupted, Northern Marine had completed fabrication and assembly of the hull and superstructure, and had installed the yacht's twin 3512B Caterpillar main engines. Additional structure reinforcement; installation of mechanical, electrical, hydraulic and plumbing systems, hardware, electronics; and exterior and interior finish remained to be done.

Monarch essentially is a modern yacht with traditional touches and subtle reminders to owners and guests that they're on a yacht

Instead of following the existing design and specifications, Cat Financial chose to enlist the yacht's original designer, Jonathan Quinn Barnett, to redraw them, according to a renewed vision of a yacht that Delta describes as balancing "elegance and strength, form and function, performance, range and comfort." That decision, of course, required a certain amount of rework but minimal backtracking, and the project was completed in remarkably short order. Barnett happily accepted the brief, and went back to work creating a look that on the outside celebrates Monarch's modern, angular contours, flared forward sections and high sheer line, and inside offers a modern décor with traditional detailing and a pleasing variety of textures, all combining to establish a subtle but unmistakably seagoing ambiance.

Exterior lines merge forward in a dynamic, almost minimalist motif. To showcase the look, Barnett specified an ethereal cerulean blue hull color that extends well upward to meet the white of the superstructure above main-deck level. Large expanses of tinted windows accurately suggest a flood of natural light illuminating the spaces within. Visitors boarding at the stern could be forgiven for mistaking Monarch for a 160-footer or larger, for a generous 30-foot-9-inch beam gives the yacht an unusually imposing dockside presence, while at the same time offering the designer considerable latitude in the arrangement and division of interior spaces. Broad side decks and a six-passenger elevator amidships allow wheelchair access throughout.

The interior décor reflects a variety of diverse yet

ABOVE: The salon and dining area, which make the all-important first impression, illustrate Jonathan Quinn Barnett's design credo with functional proportions, warm overtones and a balance of elements

complementary design influences, and more than a few Barnett hallmarks. "Monarch essentially is a modern yacht with traditional touches and subtle reminders to owners and guests that they're on a yacht," he says. Among these reminders are classic molding styles, planked and coved overheads, louvered doors and brushed-nickel cabinet hardware with rope detailing. Barnett chose combinations of translucent and opaque blinds and restrained window treatments to frame the view outside.

Elegant understatement is a recurring theme; witness the main-deck salon. "Guests most often enter any yacht here through the aft doors," Barnett says, "so it's this space that makes the all-important first impression." But, he adds, "It's also one that many owners eventually discover that they rarely use. So instead of trying to create an overwhelming grand-ballroom feel in this space, we chose a more intimate scale." The result is a remarkably welcoming environment that calls to mind—notwithstanding a different color scheme—the likewise friendly ambiance of the salon aboard *Slojo* (*Yachts international*, May 2009), a 156-foot Delta launched two years ago. Asian-style cabinets flanking the aft entry conceal air-handling ducts as they further define the space. Here and elsewhere, the décor combines natural wood—from an existing inventory of makoré and crotch mahogany stock acquired for the build in its original form—and the brushed look of satin-painted finishes, wall fabrics, contemporary-style furnishings and geometric-themed custom carpeting.

Peninsula bookcases separate the salon and the

BELOW: The main-deck master suite combines natural woods, painted finishes and wall fabrics for a cozy yet comprehensive space, which includes an office (next page)

dining room, where parchment-textured panels and sideboard china cabinets surround a table that adjusts to accommodate up to 12 guests. A portside doorway opens to a galley that's arranged in a logical and efficient sequence, from dry- and cold-storage to preparation, plating and service; an additional walk-in refrigerator and freezer in the crew area immediately below augment provisioning capacity. Just to starboard is the midship foyer and a centrally located dayhead, elevator and main staircase brightened with a tall expanse of mirrors. Here, too, a doorway opens forward to a full-beam main-deck master suite featuring an office with desk and bookcase, a starboard-side settee, a forward-facing king berth, dressing table and portside built-in bureau, with large-view windows on either side. Forward, a his-and-hers bath includes a large double vanity, jetted tub, shower and generous wardrobe space.

The central staircase and elevator offer access to the lower deck and four ensuite staterooms including two with California king-size beds, one with a queen and the fourth with double twins. Each guest bath is lavishly decorated with accents of Asian copper and marble sole with an inlaid perimeter. A service door leads forward to the crew area fitted with a large lounge and mini-galley, three double-bunk staterooms and a double-berth accommodation, all ensuite. An engineer's stateroom is located aft of the mechanical spaces. A large utility room includes a laundry area, dry store and the aforementioned walk-in cold storage with freezer compartment. A separate crew stairway ascends to the

ABOVE: In addition to the full-beam master suite (left), the Monarch boasts four additional guest cabins, all with private bathroom

ABOVE: The skylounge features custom carpets that add a playful element; the skylounge with excellent sightlines is welcoming to the captain and guests

galley. Hatches in the crew passageway open to a tank-deck alleyway for access to Monarch's two 1,800-gallon-per-day watermakers and two hot-water tanks.

Broad expanses of glass surround the pilothouse on three sides to ensure excellent sightlines for the captain and for guests seated on a raised settee just aft of the helm station. A navigation and communication center is immediately to port, and sliding doors on either side lead to exterior docking stations. Just aft along a starboard-side passageway is a dayhead and access to the queen-berth captain's suite. Farther aft, the skylounge extends well outboard to take full advantage of Monarch's broad beam, with plenty of room for a game table, lounge area and a peninsula bar with four stools and adjacent wine cooler.

Exterior decks provide a variety of open and shaded venues to allow socializing, sunning or simply curling up with a good book. Aft on the main deck is a large curved banquette with facing chairs and pedestal tables, and a refreshment center close by. The settee is separated from the transom bulwark by an athwartship passageway allowing unrestricted crew access to either side for service and dockline handling. A hydraulic passerelle extends from the starboard aft corner for Med-style docking. The Portuguese bridge leads to the bow along a centerline deck separating two recessed areas for securing the yacht's two Nautica tenders, at 15 and 19 feet. A 4,000-pound-capacity Steelhead Marine crane is mounted at the port side of the foredeck area. Designating the foredeck for tender storage, of course, frees up the

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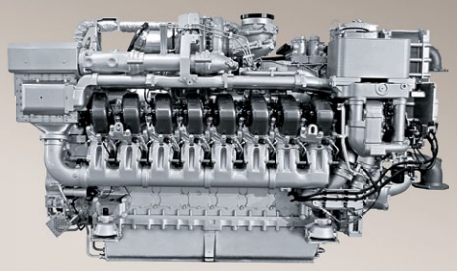

Power. Passion. Partnership.

aft portion of the flybridge for lounge furniture or sun pads, or to accommodate a lengthy guest list for the occasional cocktail reception. This deck extends forward beneath a composite hardtop that shelters a full-service bar, occasional seating area and the elevator trunk. Well forward and agreeably exposed to sunlight is a large spa tub with adjacent seating and two sunning beds.

Twin 3512 B-series Caterpillar main engines each produce 2,250 horsepower to drive Monarch at a top speed of 21 knots, and at 12 knots achieve a 2,500-nautical-mile range. Monarch is fitted with a bowthruster and a four-fin stabilizer system with at-rest stabilization. A bulbous bow diminishes wake amplitude at speed, to the improvement of fuel efficiency and cruise range.

One year to the day after its arrival at the Delta yard, Monarch was lowered into the adjacent Duwamish River for final detailing and a series of sea trials. Beyond its considerable merits by any measure, Monarch also offers compelling evidence of the yard's adaptability in responding to an unusual assignment, and of its resolve to complete the project quickly, and to a standard worthy of the Delta nameplate. ■

ABOVE: The sun deck is fully dedicated to fun and relaxation with a bar, private Jacuzzi and lots of space for sunbathing

For more information, visit **deltamarine.com**, **jqbltd.com**, or for sales inquiries, **vern.patterson@cat.com**

Delta 151 Monarch

LOA: 150ft. 8in. (45.92m)
LWL: 135ft. 2in. (41.20m)
BEAM: 30ft. 9in. (9.37m)
DRAFT: 7ft. (2.13m)
DISPLACEMENT (HALF LOAD): 320 long tons
TENDERS: 19ft. (5.79m) Nautica and 15 ft. (4.57m) Nautica
SPEED (MAX.): 21 knots
SPEED (CRUISING): 18 knots
RANGE @ 12 KNOTS: 2,500 nm

STABILIZERS: 4-fin hydraulic w/ stabilization at rest
ENGINES: 2 x Caterpillar 3512B, 2,250 bhp @ 1,925 rpm
GENERATORS: 2 x Northern Lights 99kW
1 X Northern Lights 65kW
BOWTHRUSTER: Trac II Dual Prop 24in. 100 hp
FUEL CAPACITY: 12,500 gal. (47,318L)
FRESHWATER CAPACITY: 1,800 gal. (6,814L)

WATERMAKERS: 2 x FCI @ 1,800 gal. (6,814L)/day
GROSS TONNAGE: under 500 GT ITC
MATERIAL: Composite
CRANE: Steelhead marine CT4000
CLASSIFICATION: ABS, MCA
EXTERIOR STYLING: Jonathan Quinn Barnett
INTERIOR DESIGN: Jonathan Quinn Barnett
BUILDER: Northern Marine/Delta Marine

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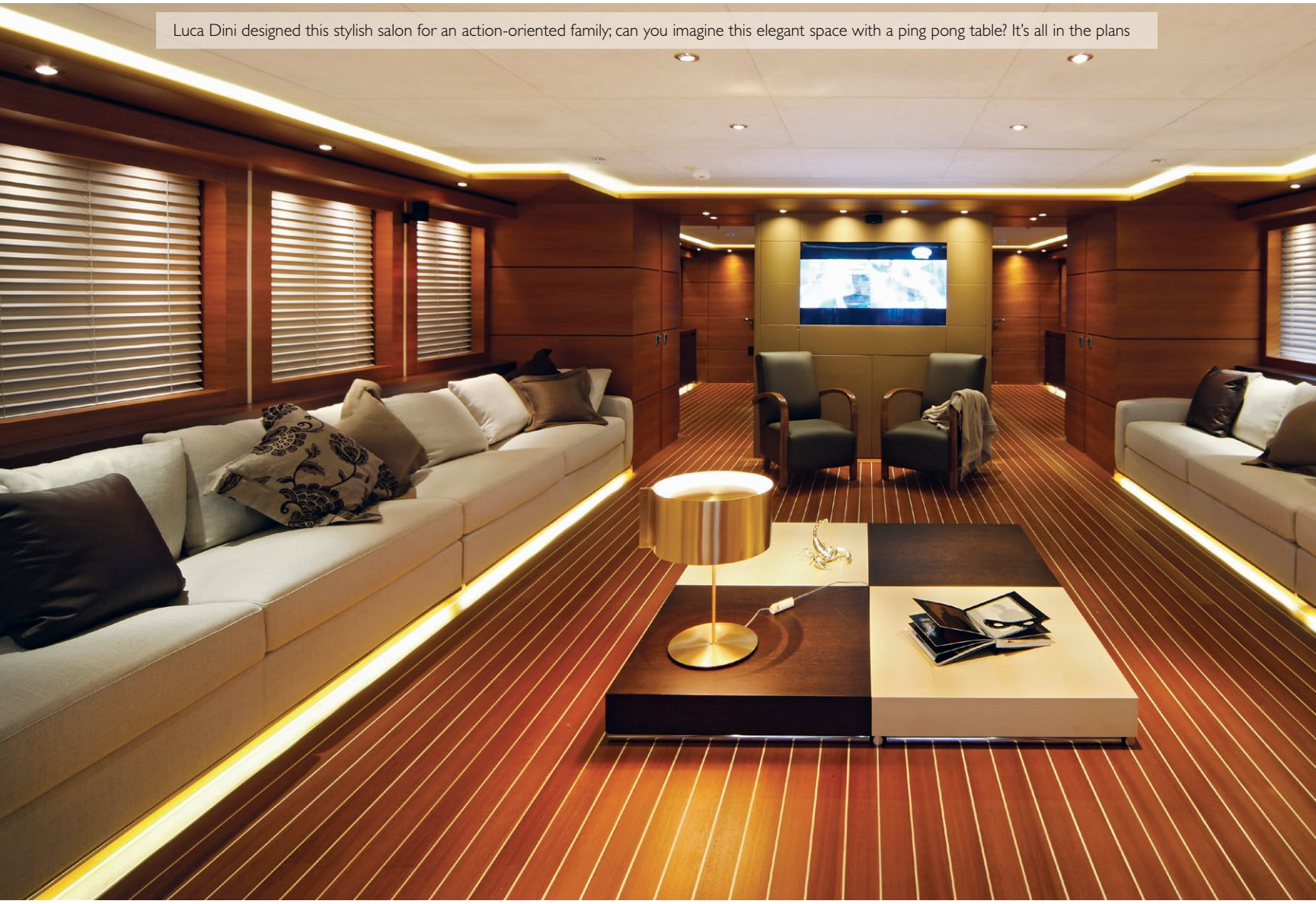
Our World is Water

Mondo Marine *Zaliv III*

Game On

The imposing 162-foot (49-meter) *Zaliv III*, with restrained styling by architect Giorgio Vafiadis and a contemporary interior by Luca Dini brings the Italian Mondo Marine brand back into the limelight.

STORY Maria Roberta Morso **PHOTOS** Giovanni Malgarini and Matteo Gastel



Luca Dini designed this stylish salon for an action-oriented family; can you imagine this elegant space with a ping pong table? It's all in the plans

The Mondo Marine shipyard is an offshoot of Mondo, an international group founded in the late 1940s by two brothers. The group's core business is synthetic flooring for a huge international market that includes institutions and sports venues. One of the company's regular clients since 1976 has been the Olympic Games. In 1978, brothers Ferruccio and Elio Stroppiana acquired a historic shipyard in Savona (on Italy's Ligurian Coast, west of Genoa) and started producing custom yachts in composite and steel/aluminum, eventually focusing on alloy and steel construction. In 2007, the shipyard attracted well-deserved attention when it presented at the Monaco Yacht Show the highly unusual 164-foot steel-hulled explorer *Tribù*, built for Luciano Benetton. It was the first vessel to get RINA's Green Star. Since then, the family-owned shipyard's collaboration with reputed designers such as Cor D. Rover, Giorgio Vafiadis and Luca Dini has resulted in interesting custom yachts from 132 to 161 feet, including the recent *Toy-A*, *Streamline*, *Alexander Two* and *Manifiq*.

The key feature of *Zaliv III*, an all-aluminum semi-displacement yacht, one of the new launches at Mondo Marine, is undoubtedly the voluminous and elegant white superstructure and dark blue hull, more classic in styling than some of the recent vessels this boutique-style shipyard has built in the last few years. *Zaliv III* was designed with the goal to re-create the comfort of the most refined oceanfront villa. While the design is contemporary, the extensive use of teak paneling somehow rekindles the smell and atmosphere of vessels from the past. A dramatic teak-and-holly floor enhances the cohesive interior décor. Leathers, linen and cotton upholsteries by Italian fashion house Loro Piana and latticework on bulkheads set the stage for a relaxing onboard holiday.

Light is another major feature of this yacht. Designers carefully studied both natural and artificial lighting. Large windows on the main and upper decks, as well as panoramic portholes on the lower deck, let the sunshine in. Lighting Design International of London created the yacht's post-sunset sophisticated atmosphere, which enhances the understated-yet-sophisticated interior décor by Luca Dini Design.

The main-deck salon offers guests and visitors their first impression and, no doubt, *Zaliv III*'s lounge area makes an impressive statement. According to the owners'

ABOVE: Just like the salon, this dining room converts from a formal setting for an elegant party to a fun space; the shipyard craftsmen built the table, which converts into a backgammon table by simply lifting and flipping the top

No matter where they choose to sleep, *Zaliv III*'s owners will enjoy maximum comfort and privacy

BELOW: All six guest rooms are spacious and comfortable with nicely sized portholes for natural light; on the main deck is one of two master suites

wishes, the salon furnishing consists of two spacious L-shape sofas on either side of a low-profile coffee table, enabling the easy transformation of the salon into a ping-pong room. The playground theme continues in the dining room, where an elegant custom dining table for 12 transforms into a game table. All it takes is for a couple of crewmembers to lift the top and flip it over to reveal a beautifully crafted backgammon board, one of the owners' large family's favorite pastimes.

A large portside, professional galley provides easy service to the adjoining dining room and other decks. In lieu of pantries, taking up precious real estate, the owners opted for a dumbwaiter to serve guests all the way up to the sun deck.

Zaliv III's unusual layout also features two large master staterooms, one on the main deck and another, even bigger, on the upper deck. No matter where they choose to sleep, *Zaliv III*'s owners will enjoy maximum comfort and privacy. The second owners' suite, on the upper deck, includes an office, a huge walk-in closet, two bathrooms and direct access to the aft-deck terrace. In fact, the whole upper deck can be considered a private owners' apartment, with the "night area" astern and an intimate, cozy living room/studio amidships. Eight guests are accommodated in two double and two twin cabins on the lower deck, while a fifth cabin on the upper deck, just behind the wheelhouse, can be used as a day room,

ABOVE: The bridge deck is also a private owners' deck; the second master stateroom provides access to what amounts to a private aft-deck salon

ABOVE: Dining on the sun deck is a pleasant experience, offering privacy and panoramic views

captain's cabin or extra guest cabin.

Continuing the themes of fun and relaxation, *Zaliv III*'s exterior areas offer guests a vast array of areas in which to socialize or rest. The main deck has a shaded outdoor living/dining area aft and a comfortable lounge with panoramic views on the foredeck. The sun deck is, no doubt, the most impressive outside area, with its central dining table underneath an expanded radar arch. The aft section hosts a panoramic swimming pool surrounded by sun pads. Forward, a bar and a conversation corner with sofas and coffee tables is a great spot to watch the sunset while sipping an aperitif.

Guests, of course, need their toys, too. The tender garage, just aft of the engine room, houses the main

Mondo Marine
Zaliv III

BEAM: 29ft. 6in. (9m)
DRAFT: 8ft. 6in. (2.6m)
CONSTRUCTION: Aluminum
ENGINES: 2 x MTU 16V 4000 M90, 3,650 hp @ 2,100 rpm
GENERATORS: 2 x Northern Lights M1066A1 @ 105kW
1 x Northern Lights M1064T2 @ 55kW

SPEED (MAX.): 22 knots
SPEED (CRUISING): 20 knots
RANGE @ 12 KNOTS: 3,500 nm
STABILIZERS: Naiad Marine 620
FUEL CAPACITY:
21,134 gal. (80,000L)
FRESHWATER CAPACITY:
2,906 gal. (11,000L)

CLASSIFICATION:
Maltese Cross, AMS, MCA compliant
EXTERIOR STYLING:
Giorgio Vafiadis & Associates
INTERIOR DESIGN: Luca Dini Design
NAVAL ARCHITECTURE:
Mondo Marine Engineering
BUILDER: Mondo Marine

*Original dimensions are provided in the metric system

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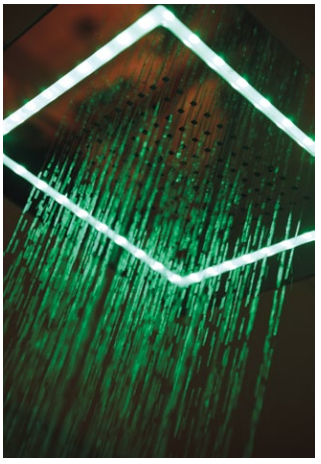

tender, an 18-foot (5.4-meter) Novurania Equator, and there is enough additional room to secure a good selection of sports equipment. The foredeck stores a RIB and a couple of Jet Skis to complete the offer.

Stepping into the roomy garage, it is possible to appreciate the clean and rational layout of all main machinery. Astern of the garage is the yacht's engineering control room. From this insulated and air-conditioned room the chief engineer surveys all mechanical systems. Besides two big MTU engines, the engine room hosts the main Northern Lights generators, the air-conditioning equipment and the watermakers. *Zaliv III*, powered by twin MTU 16V 4000 M90s, reaches a top speed of 22 knots and has transatlantic range at 12 knots.

Mondo Marine Engineering, the shipyard's in-house naval architecture and engineering department, gave the hull excellent performance, stability and trim. Naiad zero-speed stabilizers enhance stability and control pitch and roll.

Shortly after *Zaliv III*'s launching, the same shipyard and designers celebrated the delivery of *Alexander Again*, another 49-meter all-aluminum semi-displacement yacht with a completely different look and feel. This has been the strategy of this shipyard all along, to deliver highly personalized vessels answering to the needs of a varied and faithful clientele. In the wake of the explorer-type success all over the world, Mondo Marine commissioned Sergio Cutolo and Hydro Tec to design a 164-foot expedition yacht, the 50-meter Mondo Explorer—perfect for world or "Mondo" exploration. ■

For more information, visit **mondomarine.it**

ABOVE: The yacht offers several options for the family to sun together, including the sun deck, or the private salon forward of the pilothouse; another feature of the interior design is the playful use of light, including in the showers

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SNOWBIRD

Hakvoort *Snowbird*

Art Afloat

Snowbird's high standard of construction and seaworthiness are well known to anyone familiar with Dutch shipyard Hakvoort, but her interior décor is among the most memorable to enter the charter market in years. She is like a floating museum of contemporary artwork, a space that has been wholly designed in tune with the art itself.

STORY Kim Kavin **PHOTOS** Bruce Thomas

Cow hair is softer on the feet than you might think.

I know this because my mind was intently focused on how my bare toes felt as tufts of the stuff poked between them aboard the 127-foot (39-meter) Hakvoort *Snowbird*. The cow-hair flooring in the belowdecks foyer soon gave way to far more traditional, dark-stained French oak in the guest cabins, where the closets may have lacked the same stingray-skin upholstery that adorned the closet in the main-deck master, but where the wall paneling included white alligator skin that I just had to reach out and touch. And all of it was very different from the mother-of-pearl wall covering elsewhere on the yacht, which almost escaped notice. I was too busy looking around whatever bulkhead stood in my way, trying to catch a glimpse of the next piece of artwork that I might discover.

Such is the experience of being on board *Snowbird*, whose interior décor created such a buzz for management house Edmiston & Company during the May 2011 MYBA charter yacht show in Genoa, Italy, that the previously unknown yacht was fully booked for the summer season less than a month later.

"I think there are plenty of other boats with nice artwork on them, but none that have

artwork displayed so cohesively as this one," says interior designer David Ostrander of Iluminus Design Group. "To me, boats that are unique in a good way have the most marketability. Neutral is a term that's overused. It can often mean a lack of vision. I think that color is what makes life interesting."

Snowbird is the first megayacht whose interior Ostrander, who also happens to be the owner's son, has designed. The family bought the yacht near the end of the build process when the original owner abandoned the project for financial reasons. Hakvoort had completed the interior to the original specifications, including the installation of fixed furniture. *Snowbird* never left the yard, Ostrander says, because his family immediately ordered an additional 3.5 million euros' worth of work. Much of it was based around Ostrander's vision, which stemmed from the piece "Shipboard Girl" by American Pop artist Roy Lichtenstein.

"I was flipping through a catalog of all his works, and I thought the image portrayed such an interesting emotion," Ostrander says. "I'm into the bold, bright, primary colors, and this woman's face is just pure ecstasy. I thought, 'This is what we want people to feel when they're on the boat.' I know it's how I feel when I'm on a boat."

It took nearly two months of searching worldwide before Ostrander and his family's art advisor found one of the limited-edition prints, and from there, the rest of the yacht's artwork and furnishings were chosen. Only one of the pieces on board, by American Color Field painter Kenneth Noland, is from the family's

ABOVE: Following the principle that color is what makes life interesting, David Ostrander uses it liberally in the playful skylounge (left), main salon and dining room (above)

ABOVE: The owner's suite, located on the main deck, features vintage pieces as well as contemporary design and, of course, several original art pieces

original collection. The rest of the *Snowbird* collection was purchased specifically for the boat. Ostrander spent about a week measuring walls at the shipyard and determining color palettes, then another 10 days searching worldwide collections for pieces that fit the space as well as the theme. He wanted the art to be the starting point for everything else on board, from loose furniture to carpeting to fixtures. The décor was to work in tandem with the artwork, as opposed to simply having artwork hung on the walls.

"My hope is to be able to use this same process with yacht owners who like all kinds of art," he says. "We started this particular collection from an artist I knew and a print that I loved. But you don't have to know anything about art to create a cohesive décor this way. Another way is to show people different things in a museum or a gallery and ascertain not just what they like, but what really pushes their buttons. A lot of people look at art as decoration on the walls, but other people look at it as something that enhances their lifestyle. We're aiming for that."

Ostrander says he chose prints instead of painted canvases because prints are usually covered with hard acrylic, and thus are better protected should a charter client still getting his sea legs bump into them. The designer also used a great deal of 3M's Dual Lock, a silicone product that works similarly to Velcro, but that can be used on wood surfaces without creating any damage.

"We have a lot of objects that look like they're loose on *Snowbird*, but trust me, they're fastened firmly," he says.

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"It's the number one thing that people have to consider when placing artwork or pieces of any kind aboard a yacht. Everybody worries about climate control, but with boats like these, it's the fasteners that are usually the most important consideration."

One of the most interesting pieces that isn't nailed down, so to speak, is a leather game cube that was custom crafted during a four-month process by Geoffrey Parker in London. By simply flipping a cube that is the size of a small cocktail table, guests can play Backgammon, Monopoly or Scrabble. The cube created for *Snowbird* sits in the skylounge and includes an embossed version of the yacht's logo.

Just a few feet away is a bar that Ostrander had custom-made specifically for the pleasure of charter guests. "The yacht originally didn't have a bar, and we're not big drinkers in my family, but we thought a bar would be a nice thing to have," he says. "All of the leatherwork is custom on that, too. I had the leather on the barstools done by the same supplier that Ferrari uses."

What's most exceptional about the *Snowbird* interior is that it manages to be highly personalized without being personal. In the charter world, "personal" is a four-letter word, one that implies a client could never feel at home because the yacht is too representative of its owner's tastes. *Snowbird* is certainly, and entirely, about Ostrander's tastes and favorite things—as well as his mother's love of Hermès orange—but the yacht has

BELOW: The guest suites, located on the lower deck, share a consistent design theme centering around color and comfort

Form does follow function, but the 128-foot Hakvoort *Snowbird* also proves that lifestyle can follow Lichtenstein

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ABOVE: Outdoor dining is reserved for the aft bridge deck; the designer wanted to keep a number of intimate spaces that invite interaction

been designed in a way that somehow feels instantly comfortable to people coming aboard for the first time. *Snowbird* makes guests feel as though they are living within a truly artistic environment, as opposed to feeling like they are staring at somebody else's most prized possessions.

Some of that ambiance, Ostrander says, is a function of the actual space with which he worked. While trends point toward ever-larger motoryachts, Ostrander believes *Snowbird* is close to an ideal size for creating a perfect onboard experience.

"I'm passionate about boats," he says, "but I'm not the biggest fan of gigantic boats. I don't see the need for anything bigger than 46 meters. There's a difference to me between yachting and cruising, and I think some of these bigger yachts are starting to feel like cruise ships. I want a boat that lets me achieve everything that I want to do, but that still has intimate and personal spaces." ■

For more information, visit HAKVOORT.COM or EDMISTONCOMPANY.COM

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Hakvoort *Snowbird*

LOA: 127ft. 11in. (39m)
BEAM: 26ft. 3in. (8m)
DRAFT: 8ft. 3in. (2.55m)
TENDERS: Novurania Chase 31, Novurania 430 DL RIB
ENGINES: 2 x Caterpillar C18 DI-TA
SPEED (MAX.): 12.7 knots
SPEED (CRUISING): 10.5 knots
RANGE (MAX): 5,500 nm @ 9 knots
STABILIZERS: VT Naiad Marine
CONSTRUCTION: steel hull, aluminum superstructure
FUEL CAPACITY: 11,889 gal. (45,000L)
FRESHWATER CAPACITY: 2,642 gal. (10,000L)
CLASSIFICATION: Lloyd's Register, MCA
NAVAL ARCHITECTURE: Azure Naval Architects
EXTERIOR STYLING: Cor D. Rover Design
INTERIOR DESIGN: Illuminus Design Group/David Ostrander
BUILDER: Hakvoort
CHARTER AGENT: Edmiston & Company

*Original dimensions are provided in the metric system

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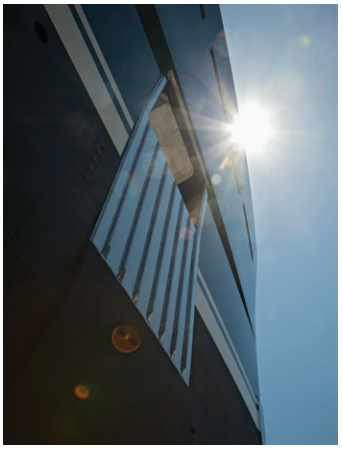
Ice classed and exuding elegance—*Galileo G*, the newest yacht in the Picchiotti-Vitruvius series—cruises near La Spezia in July. We enthusiastically accepted an invitation to hop aboard.

STORY Maria Roberta Morso **PHOTOS** Giuliano Sargentini

The 183-foot (55.7-meter) Picchiotti-Vitruvius *Galileo G* is the second yacht of the Vitruvius series. The first, the 164-foot *Exuma*, marked the much-noted entry of the Perini Navi Group into the motoryacht segment under the Picchiotti brand in 2010. This larger yacht shares *Exuma*'s lean and sleek silhouette, a trademark of sorts for the series created by Vitruvius Ltd. in collaboration with naval architect Philippe Briand and Perini Navi Group. A third model, an impressive 240-footer, condenses and emphasizes the whole series' key stylistic features.

Briand sums up the Vitruvius concept: "My architectural work is based on the conviction and principle that efficiency is the reason for all forms of transportation, and I believe that aesthetics are the only *raison d'être* of a luxury superyacht. In addition, in the true Vitruvius spirit, these yachts have been designed to stand for quality, comfort, elegance and harmony," he says.

Indeed, at first sight, *Galileo G* exemplifies the concept—she is form and function wrapped into one contemporary yet truly timeless yacht. When I first saw her sailing in the gulf of La Spezia near the Picchiotti shipyard, she exuded pure beauty. Her blue hull crowned by a low, white superstructure is outstandingly simple, and she seems born to sail.



GALILEO G FROM PAPER TO WATER

The contract for construction of the Picchiotti-Vitruvius 55m Ice Class, before she was *Galileo G*, was signed at the end of May 2008. Philippe Briand and Veerle Battiau, president of Vitruvius Ltd., led the project development team that inked all details over the next seven months. The yacht had to be ice-classed and environmentally friendly. Its design had to be innovative and reliable. The first metal was cut in December 2008 at Yildiz Gemi, the Perini Navi Group's shipyard in Tuzla, Turkey. Ten months later, the steel hull with its aluminum superstructure was towed to La Spezia in Italy for outfitting at the Picchiotti yard.

One of her owners' goals is to cruise the earth's most extreme regions through the Northwest Passage. This required special accommodations. *Galileo G* was built in accordance with the American Bureau of Shipping's guidelines for Ice Class 1B and the strict Finnish-Swedish Ice Class Rules. She also complies with International Maritime Organization (IMO) and Arctic Waters Pollution Prevention Act (AWPPA) rules. To fulfill the so-called winterization criteria, all equipment is designed and engineered to operate at very low temperatures (below -22 °F). The hull was built with extra-thick steel plates, additional scantlings, girders and beams, plus an "ice belt" around the waterline able to withstand loads of up to 55 tons per 10 square feet (or 50 metric tons per square meter). Reinforcements are also used in all appendage rudders, nibral (nickel-bronze-aluminum) Detra propeller blades, propeller arms and stabilizers. The yacht has an extra-large bowthruster so as to be able to maneuver in rough sea and wind conditions. All external sea bays are heated to prevent ice buildup, and the yacht features two sea chests for seawater intake,

ABOVE: Like all the yachts from the Perini Navi Group, *Galileo G* started her life at the Yildiz Gemi yard in Tuzla, Turkey (the same shipyard that built the *Maltese Falcon*) where she was built in sections; she was launched in late 2009 and was then towed to La Spezia, Italy, for finishing

ABOVE: The Picchiotti shipyard in La Spezia has a spectacular location and an 820-ton travel lift that allows the yard to launch such large vessels as *Galileo G*

according to ice-class regulations.

The navigation and communication system uses the Sea Tel 9797 antenna, which can pick up the kind of weak satellite signals prevalent above the 70-degree parallel. A longitudinal FarSounder sonar system with a telescopic retractable ice-detection device, able to detect obstacles as far as about one mile away, transmits 3-D images to a monitor in the pilothouse.

The Vitruvius 55m features the Briand Optimized Stretched Hull, designed for maximum hydrodynamic efficiency. Optimized volume and weight distribution means lower fuel consumption and therefore a more environmentally friendly long-range yacht. *Galileo G* is a true bluewater yacht with a very low center of gravity, which reduces rolling and pitching. During our sea trial in July, Briand leaned over the bow to admire *Galileo G*'s powerful stem smoothly plying the waves. She is efficient, indeed—so much so that it took us a while to realize we were underway, and then only after looking through the salon windows. The yacht's excellent noise and vibration insulation and her hull's extraordinary seakeeping ability allow a comfortable and silent navigation, even without stabilizers, as we experienced during the sea trial.

EXTERIOR AND INTERIOR DESIGN

Galileo G is a tri-deck with elegant hull lines and dark blue paint (by DuPont). Her special requirements for reliable communications in remote areas explain the

ABOVE: Last preparations before the hull is towed out of the 230-foot shed for her launch; the Picchiotti shipyard also does refit work

imposing dome (almost 10 feet wide) that towers above the superstructure. It is unusual but doesn't disrupt the overall design. Generous outdoor spaces are spread over the main and upper decks. No sun deck was included in the yacht's layout, but on the upper deck, a Portuguese bridge leads to a huge foredeck above the owners' stateroom—a perfect setting for an array of freestanding furniture. Part of the aft main deck is protected and can be fully enclosed. The bow area with its shiny windlasses and anchor winches is a step below, well protected by the high bulwark. As far as her interior is concerned, *Galileo G*'s owner prefers not to reveal it for now. Without saying too much, we can attest that the yacht is comfortable and tastefully decorated, with a predominance of dark veneers. Perini Navi's in-house design department created the décor following the owner's wishes and precise indications.

Cozy living/dining areas are on the main and upper decks. A formal dining room is located near a nice and informal breakfast room, served by the adjoining galley. The main deck also features a gym on the starboard side, which easily converts into an extra guest cabin. Moving forward, the full-beam owners' apartment comprises a studio, a bedroom, and a large and well-lit dressing room on the port side, leading to the bathroom. On the lower deck, amidships, four roomy cabins are at family members' or guests' disposal. The large crew quarters (for up to 12) occupies more than one third of the lower deck.

One of the upper deck's unusual features (the same that we already admired on *Exuma*) is the curved glass windows enveloping the whole deck, providing plenty of light in both the living room and the sophisticated wheelhouse, equipped with advanced navigation and monitoring systems, most of them by Sperry Marine.

Galileo G, equipped with twin Caterpillar 3512C (1,575 hp at 1,800 rpm), can reach a top speed of 16 knots, and at 11 knots has a stunning range of 9,000 nautical miles. Two tender garages with openings on the port side and astern host various toys and a 31-foot custom Zodiac Hurricane with reinforced aluminum hull for exploration. Another tender bay, forward, accommodates the rescue tender. This is a fascinating yacht and we could go on, but let's allow the yacht and her images do the talking. ■

For more information, visit **perininavi.it**

THE NORTHWEST PASSAGE

Famous explorer John Cabot made the earliest recorded attempt to sail through a northwest passage from the Atlantic Ocean to the Pacific in 1497. Others soon followed, including Hernán Cortés, Sir Francis Drake, James Cook and many more. But it was Roald Amundsen who first succeeded in navigating the entire Northwest Passage sea-to-sea between 1903 and 1906. Until just a few years ago (2007), the Arctic's ice prevented most ships from navigating through the area during the better part of the year. That is changing rapidly. Melting ice is making the waterways more navigable for longer periods of time throughout the year, and many countries are now opening shipping routes through the Arctic.

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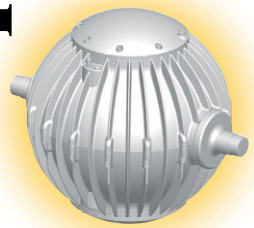

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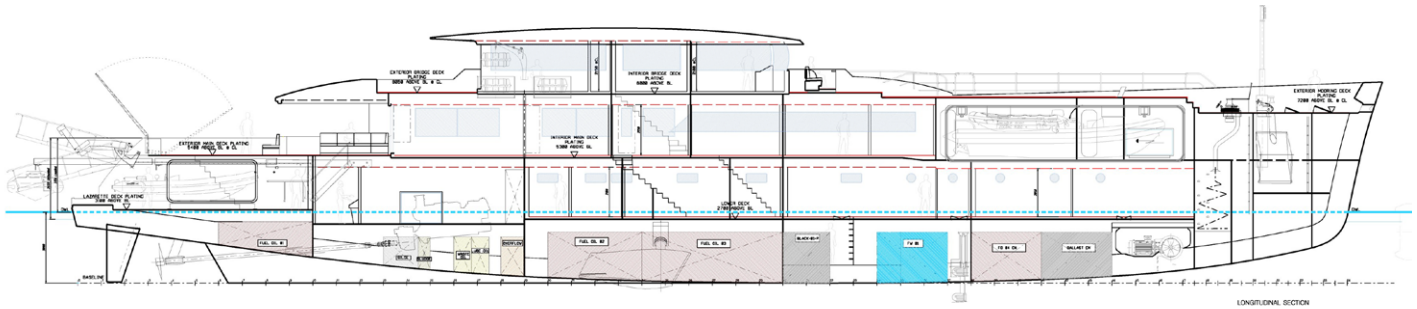

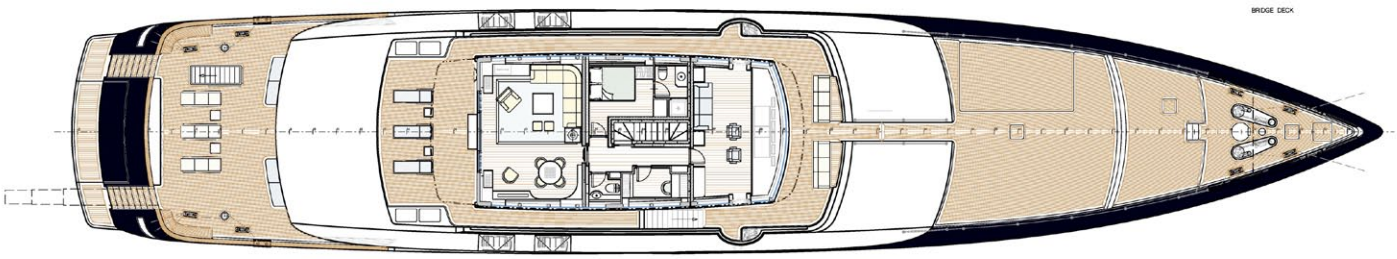

Picchiotti-Vitruvius *Galileo G*

LOA: 182ft. 9in. (55.7m)
LWL: 178ft. 3in. (54.33m)
BEAM: 34ft. 1in. (10.39m)
DRAFT (LOADED): 10ft. 6in. (3.2m)
CONSTRUCTION: steel hull/ aluminum superstructure
DISPLACEMENT: 753 tons
TENDERS:
31ft. (9.5m) Hurricane Zodiac
20ft. 8in. (6.3m) Smuggler tender
13ft. 8in. (4.2m) rescue tender
ENGINES: 2 x CAT 3512C 1,573hp @1,800rpm
GENERATORS: 2 x CAT 150kW + 1 x CAT 86kW
SPEED (MAX.): 16 knots
RANGE @ 11 KNOTS: 9,000nm
STABILIZER:
Quantum QC 2200 ZeroSpeed
BOWTHRUSTER:
Naiad Dynamics 200kW
PROPELLERS: Detra
FUEL CAPACITY:
40,154 gal. (152,000L)
FRESHWATER CAPACITY:
5,283 gal. (20,000L)
WATERMAKERS: 2 x Idromar 3,170 gal. (12,000L)/day
SEWAGE SYSTEM: DVZ BIOMATER
GROSS TONNAGE: 725 tons
CLASSIFICATION: ABS Maltese Cross A1 Commercial Yachting Service - AMS + MCA LY2, ICE Class IB
DESIGN: Vitruvius Ltd.
NAVAL ARCHITECTURE:
Philippe Briand
INTERIOR DESIGN: Perini Navi
BUILDER: Picchiotti Srl - Perini Navi Group

*Original dimensions are provided in the metric system

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ABOVE: Designers Nuvolari-Lenard have given Marquis Yachts their alluring style; a strong family resemblance is evident in the Marquis 420 (left) and the soon-to-launch Marquis 630 (right)

"Marquis brands"

A few minutes with Jean Paul DeJoria

STORY Cecile Gauert
PHOTOS Marquis Yachts

During a balmy February evening in Miami, a great crowd milled about the Marquis Yachts display. Passed *hors d'oeuvres*, premium Patrón tequila, amiable chitchat and the star of the evening—the new Marquis 420 Sport Bridge, the latest born in the Marquis family—attracted all kinds of attention with its ultra-sleek Nuvolari-Lenard design, highlighted just so with proper spotlights and underwater lights.

That evening was also a coming-out of sorts for one of the major investors behind Marquis. He may be perceived as a newcomer in the yachting industry, but this charismatic entrepreneur, with well-groomed goatee, trademark ponytail, frank smile and piercing blue eyes, is a well-known personality in the business world. Everyone loves stories of entrepreneurs who've met success after stumbling, and Jean Paul DeJoria fits the bill perfectly.

The co-founder of Paul Mitchell Systems and Patrón Spirits is today a Forbes-ranked billionaire, but he wasn't always. One of the rough patches he encountered was in the early 1980s, before he founded two companies that became hugely successful. During an interview, DeJoria obligingly revisited one of the periods in his life when things were not so great. He was on the cusp of starting a new business venture and had received a commitment from an investor for half a million dollars in seed money, but these were troubled times. "I was not getting along very well with my ex-wife then. I gave her the house; I gave whatever money I had. I had just a couple of hundred dollars in my pocket and, to make a long story short, the day the money was coming in, the backer changed his mind," he said. Looking back, it is no wonder the investor got cold feet. There were lines at gas stations. Inflation was rampant. Unemployment was high—and interest rates higher. "It was unbelievable," DeJoria said. "My partner Paul [Mitchell] came over from Hawaii. We each came up with $350 and borrowed a few dollars from my mother. And I slept in my car for a few weeks," he said. A couple of years later, when they were finally able to pay their bills on time, he knew they had turned the corner.

Paul Mitchell started with three products. Today it is a hair-care

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Irwin Jacobs and Jean Paul DeJoria are equal partners in J&D Associates; they bought back Marquis and Carver and several other brands after the Genmar demise

empire, with 120,000 salons worldwide and 110 beauty schools, with an expected 15,000 graduates this year. In 1989, a few years after the birth of the Paul Mitchell line, DeJoria founded Patrón Spirits with Martin Crowley. The company and its flagship tequila brand, made from the blue agave plant found in Jalisco, Mexico, has brought them considerable success. "It is the number one ultra-premium tequila in the world. We are in 110 countries." Part of the business model is for these companies to give back, and both Paul Mitchell Systems and Patrón Spirits have active philanthropic programs, which include an orphanage in Mexico and rebuilding homes in Louisiana. "That is a significant way of measuring success," DeJoria said.

A bad economy discouraged DeJoria's backer in the 1980s. But DeJoria is not that kind of an entrepreneur, and in 2010 he invested money in the boating industry. He already was a low-key investor in a very large company called Genmar, which his friend and business partner Irwin Jacobs founded (see *Yachts International*, June 2010). Financial turmoil and financing difficulties forced the privately held boating giant into bankruptcy in late 2009. The company assets were divided, but the partners refused to call it quits, seeing an opportunity to rebuild a sound and profitable business, even as the market was still faltering. In early 2010, as equal partners in J&D Acquisitions, they started buying back a few of Genmar's former assets, including the highly respected Marquis and Carver brands.

DeJoria said it was the right time to invest and the right kind of investment for him. "I am a high-end brand person. Patrón and Paul Mitchell are high-end brands. I like to associate myself with quality," he said. Quality, like philanthropy, is part of his business model. "You should not be in the selling business. You should be in the reorder business. Your product should be so high quality that when people get ready to buy again, they come back to you. That's how we built Paul Mitchell," he said.

DeJoria also enjoys boating. He was once a boat owner, albeit briefly. In 1986 he bought an Ocean 80 sailing boat but sold it when

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"You should not be in the selling business. You should be in the reorder business. Your product should be so high quality that when people get ready to buy again, they come back to you."

ABOVE: The salon aboard the Marquis 420; craftsmen build interiors and furniture at the the company-owned shipyard in Pulaski, Wisconsin; thanks to its compact Volvo IPS engine, the lower deck features spacious cabins

he found he did not have the time to use it regularly. However, he did not give up on the lifestyle. "When I started making money, every year I would charter a boat; a large one, a small one, you name it. It's such a nice thing to do.… Boating gets you outdoors and allows you to spend time with your family—all things I believe in. This is a perfect match for me."

As a proud co-owner of luxury boating brands, DeJoria is a good and polished ambassador. He speaks with genuine pride of the craftsmen, some of them third generation, who build the boats in northeastern Wisconsin. Today there are about 400 of them in an 800,000-square-foot facility on 100 acres with room for expansion.

On the business side of things, he and Jacobs see eye to eye. Their first order of business was retooling and inventories. Another of their priorities was to try to come up with solutions to help dealers, badly affected by the tightening in credit, showcase their boat brands. Things have not eased up much in the banking sector, and it's an area they are still investigating.

They also thought of creative ways to bring dealers and customers together and showcase their boats in three yacht centers in the United States, and one in Monaco. The idea was to create an event in a beautiful location, and give clients the ability to feel and touch the boats they wanted to buy. Recognizing their market as being a global one, the company also opened a sales office in Shanghai. "We have invested millions of dollars, Irwin and I, and we will continue to do so," DeJoria said.

At the Fort Lauderdale International Boat Show, Marquis will have a complete lineup, from its 420 Sport Coupe to the Marquis 720 Flybridge. And 2012 will see the launch of several new models for both Carver and Marquis. Marquis' new 630 Sport Yacht will make its debut at the Yacht & Brokerage Show in Miami. It is sure to be a spirited debut, especially if they're serving a little Patrón tequila again. ■

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TURKEY REPORT

With more than 4,400 miles of coastline on the Aegean, Mediterranean and Black seas, Turkey has been a nation with a close relationship to the ocean arts for millennia. Seaborne trade from its ports was a going concern centuries before the birth of Christ. Shipbuilding in Turkey dates back hundreds of years and today they rank fourth in the world in ships ordered.

Yachtbuilding in Turkey is a relatively recent phenomenon, boosted in part by a highly skilled, competitively priced labor force and a government that sees value in promoting the industry through tax incentives and free trade zones. About a quarter of the country's nearly 300 shipyards produce boats and yachts. Of those, less than a dozen build superyachts. But the international stature of that group holds a unique position within the superyacht industry, growing rapidly and producing yachts that rival the finest in the world.

Since its origins in the late 1980s, large-yacht construction and refit in Turkey has taken off like a rocket, delivering a rapidly increasing number of significant yachts over 100 feet in length in wood, composite, steel and aluminum. The many advantages of building in Turkey have attracted an increasing number of top-tier yacht builders and designers from Europe and the Western Hemisphere who've formed partnerships with Turkish builders or use the yards as subcontractors for various components such as hulls, rigging and systems. The leading yards employ high-tech equipment and facilities, innovative construction methods and the centuries-old shipbuilding DNA of the Turkish workforce.

Three builders, Logos Marine, Sunrise Yachts and Proteksan-Turquoise, cut across the relatively brief lifespan of Turkish megayacht building and embody the values and quality that have quickly propelled the industry to a competitive position in league with the world's finest and most prolific builder nations.

PROTEKSAN-TURQUOISE

PROTEKSAN-TURQUOISE is the wise old man of the group with its genesis dating back to 1997 when Proteksan Yachts and Turquoise Yachts Construction joined forces. The company now has two wholly owned shipyards near Istanbul that have delivered 17 yachts since its inception with more and larger launches on the way.

This has been a banner year for the builder with three notable launches, the largest of which is the 231-foot *Talisman C*. In addition to being the largest launch of the year, *Talisman C* is the largest Proteksan-Turquoise launched to date. She was built for a repeat client. Her interior and exterior are the creative product of H2 Yacht Design. Stand-out features include an observation deck above her sun deck and a spiral staircase that extends through three decks, accented by a dramatic custom chandelier.

The yard's second largest launch of the year was the spectacular 198-foot expedition-style *Yogi*. *Yogi* features design by Jean Guy Verges. Among her many attributes are a main deck pool with a glass bottom perched above a beach club. Her range of 5,000nm at 12 knots will give her access to many off-track cruising grounds.

The banner year opened with the commissioning of the 55.5m *Turquoise* for a repeat customer, who was the catalyst for the company that exists today. The original featured a superstar team including naval architecture by Ed Dubois, interior design by Donald Starkey and project management by Don Patton. The new *Turquoise* also has naval architecture by Dubois.

The new *Turquoise*, which is available for charter, accommodates 12 guests in six staterooms. The full-beam main deck master has an office and a full-beam marble bath with tub and shower, double vanity and private room with a head and bidet. A superbly appointed VIP stateroom shares the main deck with the additional guest cabins on a lower level. She carries an extensive selection of toys and dive gear.

Next year will see the launch of another Proteksan milestone: the 238-foot *Vicky*, also designed by H2. She will assume the mantle of queen of the Proteksan-Turquoise fleet. Her unusual accommodations arrangement—bridge deck master with balconies and guest staterooms on the main deck—will make her a standout.

Currently capable of delivering three yachts a year and working on as many as nine at once, Proteksan-Turquoise is well positioned for success for years to come.

owen marine marketing photo: bugsy gedlek

TALISMAN C 70.5M

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VINYDREA 53M LEO FUN 53.9M SEQUEL P 54.7M BARAKA 58.2M
TURQUOISE 55.4M YOGI 60.2M TALISMAN C 70.5M

PROTEKSAN TURQUOISE YACHTS INC.

SUNRISE YACHTS

SUNRISE YACHTS, the only European builder located in Turkey, is a relative new kid on the block, but it has experienced considerable success straight out of the gate. The yard made a big splash at the 2009 Monaco Yacht Show with its first launch, the 147-foot tri-deck *Africa*. Designed by Scanu Design with an interior by Franck Darnet Design, the steel and aluminum, full-displacement yacht features a master suite forward on the main deck and four lower-deck guest cabins. Her interior volume, while still under 500 gross tons, is considerable for a yacht her size.

The birth and rapid rise of Sunrise represents a "meeting of the minds," as co-founder and yacht builder Guillaume Roche told Yachts International in 2009, referring to his partnership with successful businessman Herbert P. Baum. From the start, the pair consipired to build several yachts at once to spread the cost of design, engineering and tooling. The concept was not new, but they sought to create high-quality yachts at a fraction of the cost of vessels from the top European yards. With materials costs more or less fixed, they approached their objective from the labor part of the equation. After investigating the possibilities in a number of countries, they decided Turkey offered the best price-to-quality ratio. They developed with Scanu a 45m design and began construction on two hulls. *Africa*, launched in August 2009, was the first. The second 45 is well along in construction.

Based in the Antalya Free (trade) Zone, the yard's founders established an accommodations and service environment that will be the envy of yards at the highest levels. There are office areas arranged to accommodate long-term subcontractors, specialist inspectors from the control authorities and standards and classification bodies and owners' reps as they visit to monitor progress of new builds and refits. The 11,000-square-meter production facility includes a state-of-the-art paint shed. While based in Turkey, Sunrise ownership, management, design, engineering and quality control are international, mostly European.

The yard has begun construction on a 206-foot Espen Oino-designed motoryacht with interiors by Redman Whitley Dixon. It will also build new designs from Drettmann Yachts, its partner company. Sunrise may be the new kids on the block, but judging by their success out of the gate, the company will be around and vibrant for many years to come.

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LOGOS MARINE

CUSTOM BOAT BUILDER LOGOS MARINE, based in Tuzla, was established in 2005 and takes pride in delivering its projects on time and on budget. The yard is owned and operated by experienced naval architects and marine engineers and provides clients the option of building in steel, composite or cold-molded wood. It offers in-house design and engineering, professional management and a high value to price ratio on a wide variety of yacht types up to 50 meters.

Logos laid the keel for its first significant build in 2006—a 114-foot, triple-screw sportfish yacht called *Seya* for an experienced client. She was one of the largest of her type in the world. She included many unique features including three 1,825 hp engines capable of producing a top speed of 27 knots with conventional propellers. She was designed by U.S.-based Fryco with styling touches by Gregory C. Marshall. All structures, systems and details were developed by Logos.

In 2008, the yard started construction on another significant build: a 115-foot raised pilothouse motoryacht called *Meya Meya*, which means "100 percent." Her exterior styling was from H2 Yacht Design with naval architecture from Fryco. Her structures, systems and details again come courtesy of the experienced in-house teams at Logos.

This year saw the start of construction on a 110-foot composite catamaran motoryacht called *Curvelle Quaranta*. For this project, the client has assembled a truly international team comprising U.K.-based Lila Lou for the exterior and interior design, Incat Crowther of Australia for naval architecture, High Modulus for composite engineering and Van Capellen of Holland for noise and vibration design. She is being built to the highest commercial yacht standards with MCA unrestricted service notation, and will be launched in late 2012.

Flexibility in the organization has allowed the yard to handle the challenges of the global recession smoothly without loss or reduction in size. The future looks bright and the company plans to move ahead at 100 percent speed.

"In five years time, we expect to expand our organization and become one of the leading custom yacht builders in Turkey for projects less than 50 meters," says Cem Tuncyurek of Logos.

h2 Design — Delivered 2010

35m (115') Raised Pilot House Motor Yacht

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It is not easy to cover the yachting industry in Italy. Even after the first financial crisis cut a swath through the country and thinned out the players, it is clear there is still plenty to see. The Italian yards nevertheless remain market leaders for the production of yachts greater than 90 feet. Four days of solid driving and visiting shipyards on both coasts only lifted a corner of the veil. It helps that a few towns have a high concentration of builders. That's certainly the case with Viareggio. A small town, with narrow streets and a charming waterfront, it is the Italian capital of yachting. You can visit quite a few builders there in a matter of hours, if you are lucky enough to find a parking spot. Here are a few of the shipyards we visited. We also had rewarding visits with the Perini Navi Group, where we saw the newest Picchiotti Vitruvius 55m and at Mondo Marine, where we saw *Zaliv III*, both featured in this issue. The visits showed that resilience, determination and innovation go a long way in staying ahead of the curve, something the Italian yachting industry seems determined to accomplish.

STORY Cecile Gauert

CLOCKWISE FROM TOP: A glimpse into the Azimut-Benetti world: an Azimut 82 Flybridge was presented at the Miami show in 2011; Benetti's Livorno shipyard and Azimut's Viareggio's facilities and adjacent marina are only a few of the group's locations

AZIMUT-BENETTI

We stopped at Azimut's facility in Viareggio, where we had the opportunity to preview the first Azimut Grande 120SL (an impressive yacht, since presented at the Cannes boat show) and a new Azimut 82 Flybridge yacht, presented in Miami earlier this year.

They are just a couple of examples of the range the impressive Azimut-Benetti group offers. Considering new-boat construction only, the group has an enormous reach, offering everything from styling 35-foot cruisers in composite to custom yachts in steel. Two charismatic leaders, reporting to founder and chairman Paolo Vitelli, are at the helm of Benetti Yachts and Azimut Yachts. Vincenzo Poerio, Benetti Yachts' long-time CEO, oversees all custom and semi-custom yachts (or Benetti Class) built by Benetti and the Azimut Grande line. Paolo Casani, who came to Azimut-Benetti from the luxury and fashion industries, was previously in charge of the Yachtique division and became Azimut's CEO early this year. He now oversees production of boats up to 100 feet, including the Azimut and Atlantis brands. The Azimut-Benetti Group is an increasingly international organization. But in Italy alone, Benetti is in three locations (Fano, Livorno and Viareggio) and Azimut in four (Avigliana, Savona, Varazze and Viareggio). For all of its scope, the boatbuilding behemoth (Azimut-Benetti is considered the world leader in the production of yachts 80 feet and up) gets points for staying innovative. Design-wise, that is certainly the case. Azimut, to single it out, has shown itself to be an innovator. Its sporty S collection, with the 103S and the recently released 72S, is a case in point. The Azimut 103S was the first boat we remember to feature that well-integrated sport bridge atop what remains a stylish open yacht, which now seems ubiquitous. The new 72S has that attractive feature, plus a convenient and smart joystick system, developed by Azimut and Xenta Systems. Even as the market faltered worldwide, Azimut-Benetti moved ahead with an ambitious plan of new-model launch, including a brave move into a new direction for Azimut.

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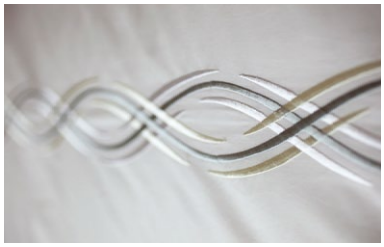

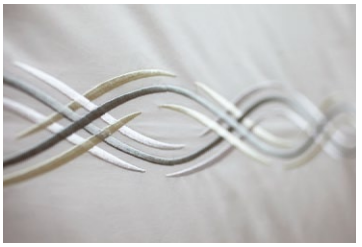

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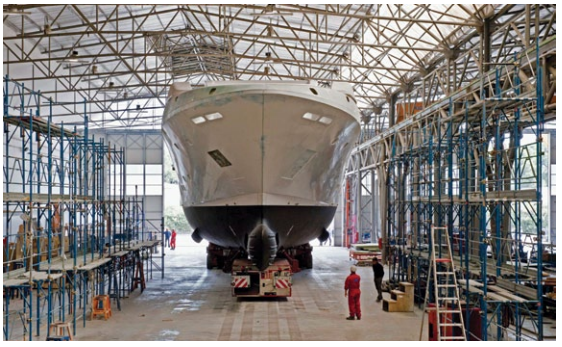
With its Magellano collection, Azimut reaches out to a whole new set of yacht owners, ones who enjoy spending more time at sea and will gladly forego speed to gain range. We saw the new Magellano 50, featuring the same lines, open plan and huge windows that made the first model (Magellano 74) so attractive. It debuts at the Fort Lauderdale International Boat Show this year after a stop in Newport, RI.

But our visit to Viareggio served as a good reminder that the company reaches out in many other directions, and in a very logical way. Azimut-Benetti does refit through its Lusben division and charter and brokerage through Fraser Yachts. The group owns, develops and operates marinas with currently 800 berths in Varazze, 45 in Viareggio and 190 berths in Moscow. A major expansion and 700-slip marina development is ongoing in Livorno, which is home to the Benetti Yachts custom steel division since 2003. It is a great location, on a historic site with a lighthouse and cobblestoned streets, which has been home to a shipyard since 1866. It offers ready access to the wonders of Tuscany.

Yachtique, a division created three years ago, ties all these services together. It is far more than a showroom for owners to choose the color of leather or the kind of wood they'd like to see in their salon, says Luca Cristino, Yachtique's vice general manager. With this division, Azimut-Benetti is catering to the one person who truly matters—the boat owner. In addition to sales, service, design, charter and crew services, the division is providing financing services and looking beyond. The Yachtique card aims to provide yacht owners with 24-hour support to assist with everything from booking a berth to shoreside services.

Visit **azimutbenetti.com**



ABOVE: Overmarine has a large presence in Viareggio; the Oceano, the newest addition to the Overmarine offering, arrives for finishing in Viareggio

OVERMARINE

Also in Viareggio, a microcosm of the Italian yachting industry, is Overmarine, better known by the name of its ubiquitous flagship brand, Mangusta (Italian for mongoose). Why the name? It may help to know that another shipyard in town built boats under the brand Cobra. The mongoose is one of the rare animals on this planet that can tackle even the super-fast and deadly cobra. Since Giuseppe Balducci founded the company in 1985, the Mangusta has indeed shown itself to be a fierce contender. Today, there are now 300 Mangustas in the water. For years, the exclusive sales and marketing partner was the Rodriguez Group, headquartered on the French Riviera, and the chic open style became a staple in marinas all along the Med, especially along the southern French coast. It was, for years, a very successful partnership with the unexpected result that the ubiquitous Mangusta became associated more with Rodriguez than its actual builder and naval architect—Overmarine. In August 2010, Overmarine decided to head in a new direction in terms of sales and marketing and set up its own sales organization. Sales Director Francesco Frediani, who came to Overmarine from Riva, announced at the Miami Yacht & Brokerage Show in February a newly inked agreement with MarineMax for representation in the United States. The company also opened a service center near Fort Lauderdale.

In Viareggio, the company, now in the hands of Giuseppe's son, Maurizio Balducci, grew around the busy town. A surprisingly low-key home office is located in the heart of town close to the marina, within walking distance of some of the construction halls. Access to other facilities requires a car. Another shipyard in La Spezia, with a 720-ton travel lift, increasingly does refit in addition to hull construction. Overmarine also just announced the construction of a new 240,000 squre-foot facility near Pisa for aluminum construction.

In terms of length, the range now goes from 72 feet to 165 feet. Overmarine's current flagship is the largest open-style yacht in the world built in composite (the Palmer Johnson 170, also an open-style

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yacht, is built in aluminum). Hull No. 5 (of the eight Mangusta 165 sold) was in Viareggio when we visited. Italian designer Giorgio Vafiadis designed the interior of this one. The model is semi-custom, but until now very little was done to tinker with the looks on the outside. The Stefano Righini-designed yachts have a strong family resemblance, even when it comes to the much larger 165. A few styling tweaks are slowly being introduced starting with the Mangusta 72 and the 92. On the inside, however, each Mangusta is quite different from the next. Giuliano Ceragioli, who is head of the in-house design studio, has been with the company for 20 years. He is a rare breed, sketching everything by hand with amazing speed and accuracy. The in-house design department can do all renderings and plans for the clients, and help them select from a wide array of woods, marbles, materials and colors. A common bond is the quality of the material and the high level of finish. Another hallmark of these sporty yachts has been their speed. Even the massive 165, with her triple MTU engines and waterjets can reach top speeds of 40 knots.

A new flagship has been designed and drawn. She will be 205 feet long, but this time will be made in aluminum with an estimated top speed of 30 knots. Construction may start as early as next year in the new Pisa shipyard. Overmarine also began building the first Oceano, a 148-foot tri-deck semi-displacement yacht with a bulbous bow. Her top speed will be 15 knots and cruising speed 12 knots.

Visit **overmarine.it**

BELOW: The hull of a Mangusta 130 on the production line

ABOVE: The Sanlorenzo 104 *Triple Fun* on launch day in Ameglia; in June the company inaugurated its revamped marina and launch area

SANLORENZO

While driving around Viareggio, we caught site of the Sanlorenzo facility, but our appointment was a few miles away, in Ameglia. When Massimo Perotti took over a reputable shipyard (from Giovanni Jannetti) that was a bit under the radar, catering as it was to a smaller group of long-time fans, he had ambitious plans. Perotti, who goes by the nickname Max in the United States, had many years of experience in the industry already, as a top executive at Azimut from 1982 to 2004. He quickly implemented an ambitious plan to take the well-known but not fully exploited Sanlorenzo brand to the next level. From about 10 boats a year, Sanlorenzo went to 25 to 28 units a year, on average. In addition to the traditional line of composite yachts, Sanlorenzo launched an edgy line of aluminum yachts, with a styling that, quite literally, threw away the mold. The Sanlorenzo 40 Alloy, with design by Francesco Paszkowski, made quite a few waves when it first appeared in Monaco in 2007. Seven of them have been sold. In 2007, Sanlorenzo reopened a facility in Viareggio, essentially for metal production, and in 2008, set up a sales office in the United States and opened Sanlorenzo of the Americas. The company at that point had reached annual revenues of 198 million euros and had its eyes peeled on the megayacht segment. The first Sanlorenzo 46 Steel, a full-displacement yacht, was presented last year in Monaco. Mid-stride, Sanlorenzo felt the same tremors that traversed the entire yachting world. Yet, as we

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saw in May, it did not stop the company from progressing with ambitious expansion plans. In 1995, Sanlorenzo had moved from its original location in Viareggio to a shipyard located inside a natural park in Ameglia. It's a marvelous shaded site, overlooking the river Magra and mountain strewn with what appears to be snow—in reality, white marble. The older facility was well maintained but in need of upgrading, with a cramped launch site. Sanlorenzo had to progress cautiously due to strict regulations, but was very close to finishing its new launch area when we visited. In June, Sanlorenzo inaugurated the new marina, equipped with a travel lift. It's a beautiful site for owners to come and watch their yacht get its first taste of water. With revenues now back to nearly the same level as before the financial crisis—reported revenues for 2010 and sanctioned by the company's board of directors in June were 196 million euros—the company is marching ahead with plans to develop and launch new product. The new SL94 was introduced at the Genoa Yacht Show. From the navetta line, which includes the lovely Sanlorenzo SD92, will come a new 108; and by 2014, the shipyard plans to introduce its new flagship, a 196-foot yacht in steel with design by Paszkowski.

Visit **sanlorenzoyacht.com**

BELOW: The Sanlorenzo 46 is the current flagship of the yard

ABOVE: An 80-meter yacht is the largest yacht currently under construction at CRN; dedicated halls and a metal-cutting facility allow CRN to build yachts in composite and metal

CRN

Just as Azimut-Benetti does, the Ferretti Group has shipyards all over Italy, at least one for each brand (often more). CRN, the superyacht brand within the Ferretti Group, is located in Ancona, on Italy's Adriatic coast. It's an impressive shipyard with dedicated halls for metal construction and two others for composite. The shipyard builds both. Its composite lines include the CRN 43 and the CRN 128. We jumped on a couple of golf carts and zipped to the water's edge. Already in the water was Hull No. 7 of the CRN 43 semi-custom series. We also walked through the new 196-foot (60-meter) *Darlings Danama* before her Monaco Yacht Show debut. Her modern interior is in stark contrast with the New England nautical theme of the latest CRN 43, with white panels and dark wood soles. They are perfectly telling of the Italian builder's range, diversity and ability to customize each yacht. CRN also builds purely custom yachts, which has led the yard to build increasingly larger vessels. Among the 200 million euros of new business the company had signed as of May 2011, one of the contracts was for a 242-foot (74-meter) yacht (with a design by Francesco

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Paszkowski), larger than our July-edition cover girl, the impressive 236-foot (72-meter) *Azteca*, but smaller than the steel yachts currently under construction in Ancona. The next big one for CRN will be hull C129, an impressive 262-foot (80-meter) yacht. She features an owners' private deck, a large beach club aft and a helipad. Her elegant exterior design is by Zuccon International Project, a design studio that shows incredible range throughout the Ferretti brands. Symmetry and balance are evident throughout the five-deck yacht (tank deck excluded), which is topped by an original radar arch that also serves as the anchor for one of two Jacuzzis. With an interior by Laura Sessa Romboli, the CRN flagship is scheduled to launch in February 2012. Another launch to look forward to is an alluring 190-foot (58-meter) yacht, also by Zuccon. It features slightly angular styling and a tender bay that fills in with water so the driver can just motor into the garage. In July, CRN also introduced a new concept that mixes two genres, appropriately named Dislopen (please see our design section page).

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ABOVE: Walking the decks of a brand new CRN, ready for delivery

ABOVE: The 50-meter *Papi du Papi* on launch day **BELOW:** The 63-meter *Mary Jean II* is one of the largest yachts ISA has built to date

INTERNATIONAL SHIPYARDS ANCONA

Next door to CRN is International Shipyards Ancona, celebrating its 10th anniversary this year. This makes it a relatively young yard, especially within Italy's well-established yachting industry. Even so, it has been an eventful decade, with 27 boats built and delivered to an international clientele. In 2001, two shipyard managers, Marcello Maggi and Gianluca Fenucci, set up a private fund with the goal to build stylish and innovative custom yachts. The timing was not ideal, yet the shipyard, which started with just five employees, thrived. One of the first large yachts built was a 157-foot displacement yacht in steel and aluminum (ex *April Fool* now *360°*), designed by the late Walter Franchini. With its stylish sweep of staircases aft, it was a bold statement of style that

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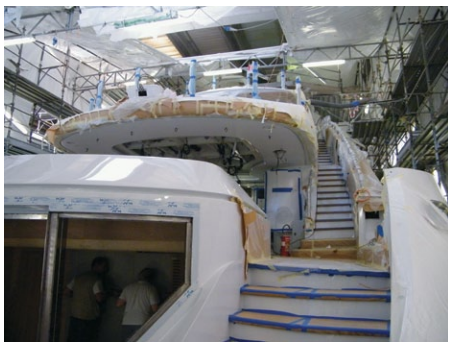

ABOVE: The hull of the third ISA 500 arrives at night; two other ISA 500 were since finished and were presented at the 2011 Monaco Yacht Show; ISA's marina on the Adriatic helps support a healthy refit department

attracted quite a bit of attention. One of the seven ISA 470 yachts built to date, *Ellix Too*, is expected at the Fort Lauderdale International Boat Show this year. In 2003, the shipyard adapted its trademark design to a stylish 120-foot yacht, penned by Andrea Vallicelli, an innovative designer who works closely with ISA today. The first ISA 120, a speedy planing yacht, was delivered in 2005. Ten more were sold in just five years, which encouraged the shipyard to add the similarly styled ISA 140 to its offering.

Meanwhile, changes took place in the background. With ambitious goals of expansion, the management sought new investors. A London-based private investment group became the majority shareholder in 2006, with the shipyard management retaining a 20-percent stake. The builder retained OceanStyle as a sales agent for the American market. Another important event happened a year later. In 2007, ISA received an order for an impressive 206-foot yacht, its largest yacht to date. A second yacht, based on the same platform, but with a completely different look, *Mary Jean II,* received well-deserved attention at the 2010 Monaco Yacht Show and had a very successful charter season in 2011. When we visited in May, the shipyard, which currently employs 160 full-time craftsmen plus subcontractors, was working on three 164-foot steel and aluminum yachts (ISA 500) based on the same naval platform but with very different interior and exterior layouts. The design of the second of these tri-decks is a good synthesis of the ISA design. Lean and sporty looking, the yacht reprises a feature that made the ISA 470 and 480 series so recognizable—the sweeping staircases. Interpreted in a slightly different fashion, they now frame a beach club accessible through glass doors. Named *Papi du Papi*, she features an interior by Francesco Paszkowski.

ISA, which has its own engineering and naval architecture department and an enviable location on the Adriatic, also developed a thriving refit business. In 2009, ISA acquired a 400-ton travel lift and expanded its marina and launch area. This division has been quite healthy, providing the shipyard with steady work.

Recent new-build inquiries have been for larger yachts built in steel and aluminum. During a brief decade, this startup yard has carved a corner of the megayacht market.

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ABOVE: The Pershing 108 shows her moves; the shipyard has an efficient assembly-line setup; the test pool is just big enough for the 115; a close-up of the 108's prop system

PERSHING

Another of the Ferretti yards we had an opportunity to visit was Pershing. The timing of our visit coincided with a new launch. The company went through an important transition last year with the departure of founder Tilli Antonelli, and the management set up a formal press conference at the shipyard in Cattolica to present the newest born in the Pershing family, the Pershing 108. We walked through the modern facility, set up for maximum efficiency with dedicated halls for outfitting, painting and interior furnishings. The stylish Pershing office building overlooks fields strewn with colorful flowers. Fields? Indeed, the shipyard is several miles away from the Adriatic. That has not stopped the yard from building yachts up to 115 feet in length, which are tested in a pool on site—a tight fit for the Pershing 115, but it works. The first Pershing 108 had already left the yard and waited for us at a marina in Fano, but Hull No. 2 has started construction. For fans of the Pershing style, this model pushes all the right buttons: fabulous lines by designer Fulvio de Simoni, speed (with triple MTU engines—the latest and more compact 16V 2000 M94—coupled to three six-blade propellers, pushing the yacht to 42 knots) and elegant and comfortable living spaces. The hull color was the new Ferretti pearl white, iridescent and perfectly elegant. The sun deck is particularly fun with built-in chaise lounges, which would feel right at home in a beach-side resort, instead of the traditional banquette seating arrangements found almost everywhere. And it features a proper helm station, which replicates all functions available on the main helm station. This model was in development since 2009. Ferretti's engineering department, AYT, banked on an aerodynamic hull and the new-generation MTU engines to make the yacht truly efficient. When considering distance, at 42 knots the yacht is more fuel efficient than at 20 knots, according to Andrea Frabetti, Ferretti Yachts' VP of engineering, who uses the term "ecological speed." At 10 knots, fuel consumption is such that the yacht gets a 1,100-nautical-mile range. The compact engines are also more efficient in terms of space. The big winner is the owner, who has a large suite with a loft or office space, located just forward of the well-insulated engine compartment. The crew quarters aft also have access to a full galley. Strong squalls from a wind locally known as the Bora shelved plans for a sea trial, but we hope to have another opportunity soon.

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Yachting Industry Today

European contributing editor Maria Roberta Morso took part in the annual Yacht Valley Press Tour organized by the Holland Yachting Group (HISWA) and brought back news from Dutch shipyards, suppliers and designers. The tour affords a glimpse not only of the resilient Dutch yachting industry but also world-market trends.

STORY **Maria Roberta Morso**

The Netherlands and the sea are inextricably bound together. Without windmills, dikes, dunes and man-made barriers, two thirds of the Netherlands would be frequently flooded. However, the sea is not an enemy—exactly the opposite. It has brought prosperity to the Dutch, and the Netherlands still owes much of its wealth to shipping, trade, shipbuilding and, last but not least, its yachting industry. The reputed Dutch builders (whether they're the yards that have forged an international reputation for their outstanding superyachts or family-managed businesses building more traditional vessels) are as a whole an important group. Holland is second only to Italy in terms of the numbers of builds greater than 78 feet. Thanks to centuries of shipbuilding traditions, the Dutch yards have achieved global renown for their craftsmanship, innovative character and sound business instincts. Even in these economically challenging times, the Dutch yards maintain an excellent reputation for stability, which has helped them continue filling their order books.

According to HISWA's 2011 Export Market Report, in 2010 the marine sector in Holland remained stable with 2.6 billion euro in revenue—1.6 billion of which is directly attributable to exports. The organization and its membership of professional builders acknowledge that the luxury yacht market has changed dramatically in the past few years, but most of the shipyards—if not all—have adapted to these changes through diversification, innovation and careful management. Dutch yards rely on an international clientele seeking not only custom steel displacement yachts, which traditionally have been the core of the Dutch yachtbuilding industry, but also edgier high-speed semi-displacement yachts in aluminum. Since semi-custom vessels built on spec that are ready to be adapted to individual requests save clients both time and money, builders that have adopted this method are getting good results. For example, Amels (which launched the 212-foot *Imagine*, featured in our September issue) and Heesen Yachts are two shipyards that follow—at least in part—this business model, and they are moving right along.

Our 2011 tour was as intense as it was interesting. We visited nine shipyards, a design firm and met numerous Dutch suppliers (equipment, decking, electronics, you name it; the Dutch marine industry has it covered) during quick business meetings modeled after "speed dating" events. Here is a closer look at the 2011 Yacht Valley Tour and a glimpse inside the sheds.

AIR

TANGO

FEADSHIP

Like all superyacht builders, Feadship signs confidentiality agreements that restrict top management from revealing too much about the builder's largest projects. We can, however, verify that a 220-foot yacht, two yachts greater than 255 feet and one F45 (a 146-foot semi-custom yacht) are currently under construction. Feadship's order book also lists a 277-foot yacht and a 322-footer, both by De Voogt Naval Architects, but Feadship cannot confirm anything other than length and an anticipated delivery date—sometime in 2013. It gets easier to keep track of yachts once they are out of the sheds, of course, and Feadship has obviously had a busy spring. On the same day (March 26) Royal Van Lent launched the 254-footer (77.7-meter) *Tango* while at De Vries' Aalsmeer facility, the 266-foot (81-meter) *Air* plied the waves for the first time. This impressive announcement was soon followed by the May launch of the-291-foot (88.7-meter) *Fountainhead*, a project by De Voogt Naval Architects with interiors by Sinot Yacht Design—and the largest Feadship delivered to date. In August, Feadship Royal Van Lent shipyard launched the fifth F45, *Helix*, which is expected at the Fort Lauderdale International Boat Show.

A QUICK LOOK AT *AIR*

Koninklijke De Vries and De Voogt Naval Architects partnered with interior designer Rémi Tessier Designs and the owner—a repeat client—to create *Air*, a truly stunning superyacht. With her matte-finish black hull (which utilizes a specialized and environmentally friendly nano-technology coating process), restrained exterior lines incorporating the distinctive Feadship flared bow and sophisticated minimalistic interior design, *Air* is, in our opinion, one of the most interesting yachts launched in recent years. The exterior features that give *Air* her distinctive character are an elongated aft deck and the vast foredeck area. *Air* is also the first superyacht built under Annex 2 of the LY2 code to have a fully certified commercial helicopter pad.

The interiors are amazingly sophisticated, with a bright, linear design featuring matte sycamore and painted panels, back-lit white onyx, high-gloss

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stainless-steel details, a wealth of palladium leaf, off-white and black limestone, and carved glass dress the orthogonal layout spread over four decks (plus a huge tank deck). The interior highlight, if it's possible to point to any single one, is the owners' observation lounge that overlooks the foredeck area and the 22-foot swimming pool. A spacious private entrance gives access to the owner and VIP staterooms on the main deck. In total 12 guests, pampered by 22 crewmembers, are accommodated in comfortable staterooms located on main, upper and lower decks. A vast sun deck offers many options for relaxation or recreation such as a fully equipped gym, lounging areas aft and forward, a Jacuzzi and an outdoor cinema with a 102-inch-wide popup screen.

Air also contains state-of-the-art equipment and technology with rationally laid-out technical spaces. Smooth navigation is guaranteed by the hull shape (designed by De Voogt Naval Architects, Feadship's engineering branch), twin MTU 16V 4000 M60 engines and a couple of Quantum XT stabilizers.

LOA: 265ft. 9in. (81m)
BEAM: 39ft. 4in. (12m)
DRAFT: 11ft. 8in. (3.55m)
HULL/SUPERSTRUCTURE: steel/aluminum
ENGINES: 2 x MTU 2,360 hp @1,800 rpm)
GENERATORS: 3 x Caterpillar C18 + 1 Caterpillar C9
STABILIZERS: 2 x Quantum XT
FUEL CAPACITY: 46,230 gal.
FRESHWATER CAPACITY: 10,300 gal.
EXTERIOR STYLING: De Voogt
INTERIOR DESIGN: Rémi Tessier
NAVAL ARCHITECTURE: De Voogt Naval Architects

For more information, visit **feadship.nl**

QUINTA ESSENTIA

HEESEN YACHTS
Facts & Figures

The Oss-based shipyard obtained remarkable results in 2010, reporting signatures on seven new contracts. Early this year, Heesen signed an additional contract for a 167-foot (51-meter) custom yacht, bringing the total number of yachts currently under construction to 11, ranging in size from 131 feet (40 meters) to 210 feet (64 meters). Of these, 64 percent are being built in aluminum. As we reported in our September edition, three of the all-aluminum yachts under construction are being built on spec, a strategy that has proven successful for the company in recent years. Within 12 months, Heesen will deliver seven yachts, the highest number in 10 years.

Recent deliveries include two stunning yachts introduced at the Monaco Yacht Show last month. A Frank Laupman and Omega Architects semi-displacement design, *Satori* is the first of Heesen's new 164-foot (50-meter) all-aluminum series. Weighing in at less than 500 gross tons, it is among the fastest yachts in her class. The owner chose French designer Rémi Tessier to create the elegant interior. The second yacht at the 2011 Monaco Yacht Show is also the largest Heesen to date,

AURELIA

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the 180-foot (55-meter) *Quinta Essentia*. During sea trials *Quinta Essentia*, a semi-displacement all-aluminum yacht, reached 25 knots, exceeding her contracted speed of 24 knots. Her maiden voyage from Holland to the Mediterranean Sea proved that her hull, designed and tank-tested by Heesen Yachts' in-house naval architects in consultation with Van Oossanen & Associates, delivers both seaworthiness and fuel efficiency. With her striking color scheme, developed by the owner in close collaboration with Dobroserdov Design, *Quinta Essentia* will certainly not go unnoticed. Color seems to be a hallmark of Dobroserdov Design, which also created the unusual color scheme of *Aurelia*, Heesen's 10th 37-meter all-aluminum yacht, for an owner with a passion for car racing.

Additional deliveries this year included *Ariadna*, the seventh yacht in Heesen's 154-foot (47-meter) class. Her interior, by Frank Laupman, draws inspiration, we're told, from the Moscow Ritz-Carlton hotel. *Ice Angel* is *Satori*'s sistership. Her interior design is by Frank Laupman and Star Design Ltd., the owner's design company. He also selected Italian furniture manufacturer Domus Nova to bring his ideas to life.

For more information, visit **heesenyachts.nl**

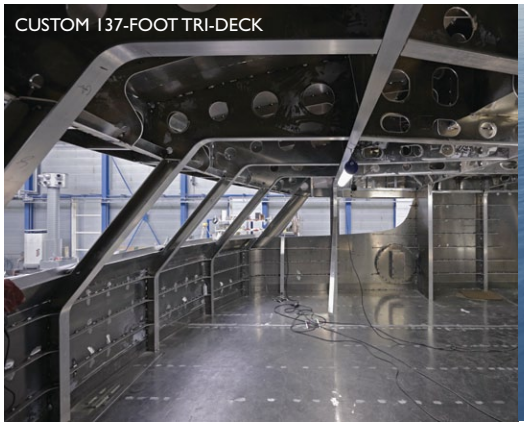
AURELIA

DIXON 120

MOONEN

The shipyard, with facilities in Hertogenbosch and Groot-Ammers, recently launched the fourth Moonen 97, built on spec, which follows sisterships *Darsea*, *Sofia II* and *Livia*, all styled by René van der Velden with custom interiors by Dutch company Art-Line. Currently, three yachts are under construction, including the biggest Moonen ever, a custom 137-foot (42-meter) tri-deck that will carry a submarine capable of taking three passengers to a depth of around 330 feet. The other two yachts are the first Moonen 100 Explorer developed with Vripack and the Moonen 82 Alu High Speed, a yacht with exceptional range. The shipyard also recently completed the semi-displacement 120-foot, Bill Dixon-designed *Crystal*. This yacht represented a challenge for Moonen first of all because it was in composite (Moonen specializes in metal construction) and second because it arrived 25 percent completed. The yacht began its life at Royal Denship (one of the shipyards broadsided by the financial crisis; it had to halt operations for several months). But it was a great project, which is in line with Moonen's strategy to develop further its refit department. Two refit projects are currently underway: the Bradford 92 *Poseidon* and the Heesen 98-foot *Amigo*.

For more information, visit **moonen.com**



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VRIPACK

This lively and important design, naval architecture, engineering and brokerage firm celebrates its 50th anniversary this year. But it remains young at heart. The company equates quality as the sum of workmanship and enthusiasm. And when you step into Vripack's office, enthusiasm is in the air. Due to its wide range of activities, Vripack is a company that really has its fingers on the pulse of yachting. Even if the global downturn affected Vripack, both Sales Director Marnix Hoekstra and Director of Design Bart Bouwhuis agree that somehow it pushed them to reflect, innovate and emerge as a better organization—one with a lot of new ideas. At the moment, Vripack is working on 20 brand-new projects and is in the developing phase of 30 existing projects, from small powerboats to big expedition vessels and luxury yachts. Besides regular company activities, Vripack participates in a number of community and charity events each year. For instance, Vripack's design team recently traveled to Bulgaria where it provided an orphanage with a complete makeover.

For more information, visit **vripack.com**

CLOCKWISE FROM LEFT: A couple of views of the Bellagio, a project being built at the Mulder shipyard; the Vripack headquarters in Sneak handles multiple design and engineering projects

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MULDER 76

MULDER

Mulder has met success with its classical yachts, and recently delivered three: one in its Favorite 1400 line, a Mulder 73 and a Mulder 76 Wheelhouse yacht. Two more are under construction for delivery in late 2011 and early 2012, respectively: a 72 Convertible and a Mulder 73 Flybridge yacht for an Australian client. Because of its location in a residential area close to Amsterdam, Mulder had been historically limited in terms of the size of its builds. However, as its international clientele grew, Mulder invested in a new shipyard a few miles away from its original location. The recent sale of a Mulder 98 Flybridge to a Russian client more than justified the expansion. This all-aluminum yacht, designed by Mulder's in-house team, will be the first to launch—sometime in 2013—at the new shipyard. The original yard will remain opened and focus on the construction of the Mulder Favorite and the "Built by Mulder" Bellagio. Construction of Hull No. 1 started in July. The Bellagio, a 52-foot design, draws inspiration from early sports cars. Vripack's Pim Dijksman points out its tremendously long foreship, sporty wheelhouse and elegantly sloping stern as essential design elements rooted in a classic foundation but with modern touches. The all-aluminum yacht will be speedy. With twin IPS Volvo 600s, top speed is expected to be 30 knots. An optional third engine will nudge the speed up another 10 knots.

For more information, visit **jachtwerfmulder.nl**

MULDER 73

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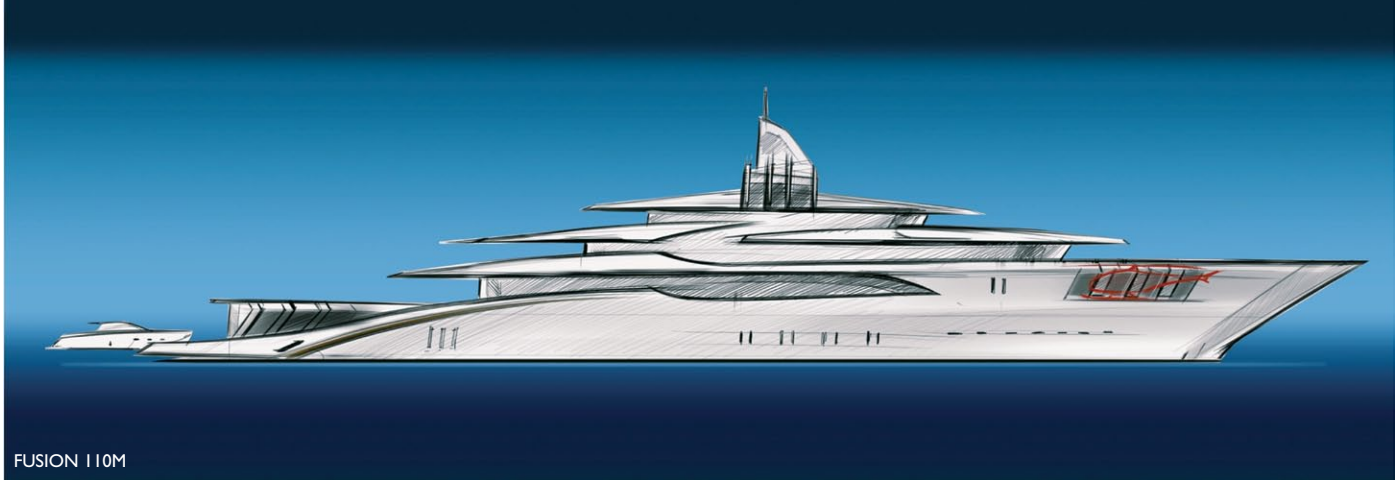
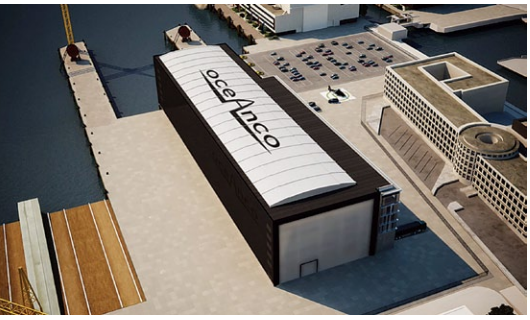


FUSION 110M

READY, STEADY, DESIGN CONTEST

An exciting surprise was awaiting journalists who visited Oceanco this year: a design contest. Paired with professional designers, teams were asked to elaborate a concept for an Oceanco-style megayacht. This led to an exciting brainstorming session, which produced interesting results. Antonio Romano of Studio Hot Lab: yacht & design led the winning team, which included Maria Roberta Morso of *Yachts International*. Their Fusion 110m won first prize.



The Oceanco *Seven Seas* (Y-706) before delivery; the shipyard is building a state-of-the-art facility to handle even bigger projects

OCEANCO

Oceanco, already known for its exceptional superyachts, seems intent to continue pushing the envelope to answer the demands of a very select clientele. The builder recently signed a contract for the construction of a 301-foot (92-meter) yacht, which has already started at Oceanco's hull facility. It is only known as PA164. Under construction when we visited were Y707, a 290-foot (88.5-meter) yacht designed by Sam Sorgiovanni, and the 280-foot (85.6-meter) Y708, designed by Igor Lobanov and Alberto Pinto, scheduled to be completed in late 2012. Once the owner of Y707 takes delivery in early 2012, PA164 will move into her slot.

Confidentiality agreements do not allow the yard to say any more about these or future projects. Suffice to say that Oceanco is making a significant investment into a new facility, temperature controlled and highly secured, which will accommodate vessels as large as 459 feet (or 140 meters) and up to 1,000 subcontractors and authorized visitors at once. Virtually impervious to outside temperature variations, the concrete facility will be monitored through a Radio Frequency Identification system to ensure safety and confidentiality. Individual temperature and humidity controls will maintain a museum-quality ambient temperature suitable for the finishing of yachts, handled as works of art. A new dock, with built-in flexibility, will also allow Oceanco to significantly extend the range of projects it can handle. CEO Marcel Onkenhout said that the shipyard's owner, Omani businessman Dr. Mohammed Al Barwani, has the vision to further invest in research and new-concept development. The new facility, we're told, has expansion possibilities built in.

For more information, visit **oceancoyacht.com**

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ROYAL HUISMAN *SPIRIT OF TRADITION*

ROYAL HUISMAN

The world-renowned sailing-yacht builder has three orders under way. The 161-foot *Spirit of Tradition* (Hull 388, 49 meters) and *Bugamena*, a 120-foot (37-meter) classic cutter-rigged sloop are both designed by Dykstra & Partners, while the 142-foot (43-meter) *Black Papillon* features a design by Germán Frers. *Spirit of Tradition* will be launched in 2011 and delivered in early 2012; *Bugamena*'s delivery is scheduled in 2012 and *Black Papillon* in 2013. The yard instituted a dedicated superyacht refit, repair and renewal service (called Huisfit) earlier this year. Huisfit is designed to strengthen the refit activity and make it a key part of Royal Huisman's business. Recent refits include the 143-foot *Juliet* and the 133-foot *William Tai* (ex-*Surama*). Very recently the 107-foot sportfisherman *Karyatis* (above) completed her refit. Currently at Royal Huisman are the 139-foot Ron Holland and Andrew Winch *Cyclos III* and the 117-foot motoryacht *Arcadia*, launched by Royal Huisman in 2006.

For more information, visit **royalhuisman.com**

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138-FOOT *SARISSA*

VITTERS

This luxury sailboat builder always kept a slow, steady pace with very few yachts launched per year, and the economic downturn is not changing that cadence. In March, the 216-foot (66-meter) sloop *Aglaia*, the largest yacht built at Vitters to date, discreetly left the shipyard. In June it was the turn of the 138-foot (42-meter) *Sarissa*. With design and naval architecture by Tripp Design and interiors by Rhoades Young Design, *Sarissa* boasts an extremely sleek, low profile. The next project, an all-carbon 108-footer by Philippe Briand, will not start building before spring 2012. The shipyard has another project, a 150-foot (46-meter) all-aluminum yacht designed by Dubois, but has released no additional details.

For more information, visit **vitters.com**

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The Basics of Exhaust

INTERVIEW MARQUIP BY Maria Roberta Morso

The latest Danish Yachts, *Shooting Star*, features a custom exhaust system by MarQuip, which helps minimize noise and vibration

Mention "green yachting" and people usually think of fuel consumption statistics and hybrid propulsion. It is rare for people to bring up exhaust systems. Yet many shipyards already equip their yachts with sophisticated systems, which not only reduce odors and emissions, they also help minimize noise and vibrations. Such is the case on the new Danish Yachts *Shooting Star*, featured in *Yachts International*'s October edition. The yacht includes a custom exhaust system designed by Dutch exhaust specialist MarQuip. To understand how these systems work, we asked Maurice Smit, MarQuip's sales and marketing manager, to give us a few pointers for new yachts as well as refits.

Would you please explain the different types of exhaust systems—wet, dry and wet/dry?

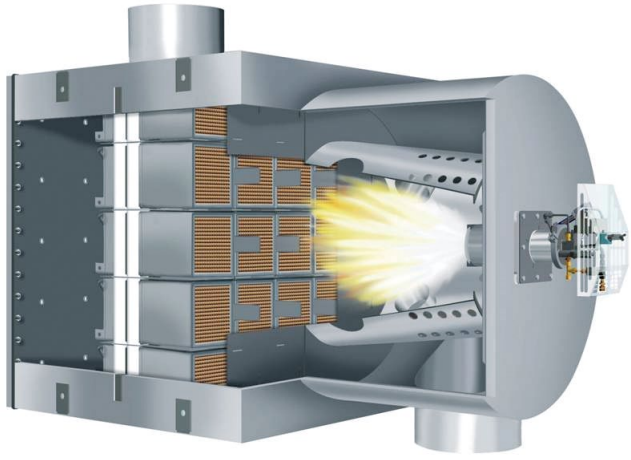
Let's start with the "wet system." In this system, water (used as a coolant) is injected into the exhaust gas just behind the engine. The gas and water mix, then the mixture runs through pipes, a water lift, silencer and separators (made out of FRP) before it exits the hull, usually above the waterline. This system is typically used on boats with a power range of up to 500 kW. For higher power ranges using water as a coolant (up to 7,000 kW), the exhaust gas runs through a combined wet silencer/bypass and exits the ship under the waterline. The system, although complex, has several advantages: It is compact, lightweight and it helps reduce noise levels and control heat effectively.

In a "dry system," the exhaust gas is not cooled. The exhaust runs through a series of conventional silencers and usually exits the ship through a funnel. This relatively simple system is applicable for all power ranges. While it is a relatively effective and inexpensive system, it has its disadvantages. First, it is space-intensive because it requires room for the silencers and insulation around the pipes. Then, with the exhaust being released into the air, there are issues with odor and soot.

The third common system available is a combination of the two previous systems, and is often used for power plans in ranges from 100 kW to 4,500 kW. In this system, water is injected into the exhaust gas after it passes through a dry silencer. For generator applications, the cooled exhaust gas runs through pipes, a water lift and silencer/separators before exiting the hull, usually above the waterline. The exhaust from main engines tends to exit below the waterline. This system effectively controls noise and heat emissions, but it is a rather complex system, which requires a careful design.

These are the basics. In reality, there are a number of combinations and variations of all of these systems.

BELOW: Nauticlean soot filters with burner by HUG Engineering. The particulate filter removes diesel particulate matter or soot from the diesel engine's exhaust gas. A ceramic silicon carbide (SIC) honeycomb structure retains the finest particles and the burner eliminates the rest



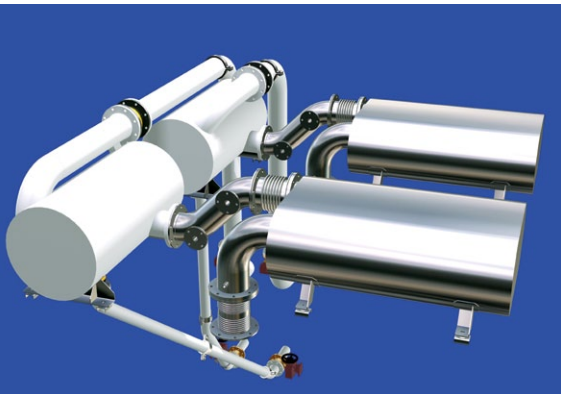
How can an exhaust system help build a "green yacht," especially when you consider noise a pollutant?

An efficient exhaust system can significantly lower a yacht's environmental impact. You can have the exhaust gas go from the engine outlet directly into a dry silencer with an integrated catalytic converter. The silencer guarantees proper noise attenuation. From there, the exhaust gas goes to a soot trap with an automatic burner. Then, an injection piece injects water into the system. Special nozzles control the water droplets' size and help diffuse them evenly to avoid any hot spots. This helps cool the

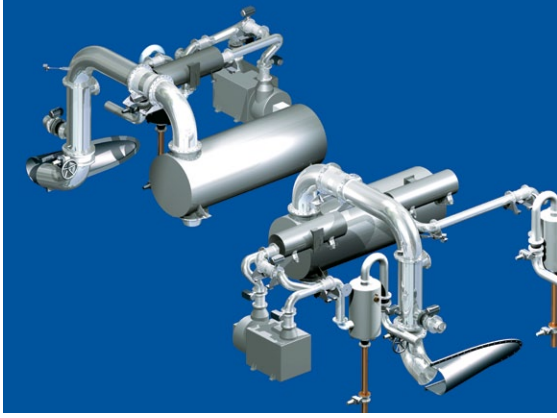
exhaust rapidly and efficiently before it enters a water/exhaust separator that also serves as an extra silencer. An exhaust system such as this one will help the yacht's owner get the cleanest and quietest system available.

Which are the main parameters to consider when choosing or designing an exhaust system?
The main engines are the starting point, of course. Their power in kW, exhaust gas volumes, gas temperatures, decibel output and maximum allowable back-pressure will all be relevant in the design. In order to achieve the best results, it is very important to decide at an early stage the kind of exhaust system that will be adopted and where the outlets will be located (for instance, above or underwater, on the sides, aft or through a stack). This goes for the generators as well; they are used a lot during anchoring. Reducing noise and vibrations and, at the same time, cleaning the exhaust gasses are important steps toward achieving onboard comfort.

BELOW: A unique dry-and-wet exhaust system for a generator set



Is it possible to retrofit an older vessel with a "greener" exhaust system?
Yes, but a refit requires a different approach. We have developed a modular unit, which is extremely easy and quick to install. Its size is such that it does not require a haul-out, cutting the hull or rebuilding the engine room. After dismantling the old silencer, it is possible to get the new modular exhaust system inside the hull through existing openings and doors. It can save the yard and the yacht owner considerable time and money. Just as in a new build, though, refitting a yacht with a "green" exhaust system requires planning. It is imperative to get as much accurate information about the engine performance and the layout of the engine room ahead of time. These highly customized exhaust systems take time, so it is necessary to be ready 20 to 24 weeks before the vessel comes in for the refit. By working this way we can guarantee an exhaust system to the highest standard and satisfaction of the customer. ■



ABOVE: One of the most common green exhaust systems available. The 168-footer ISA 600 *Mary Jean II* is equipped with this system

For more information about MarQuip, see **marquip.nl**

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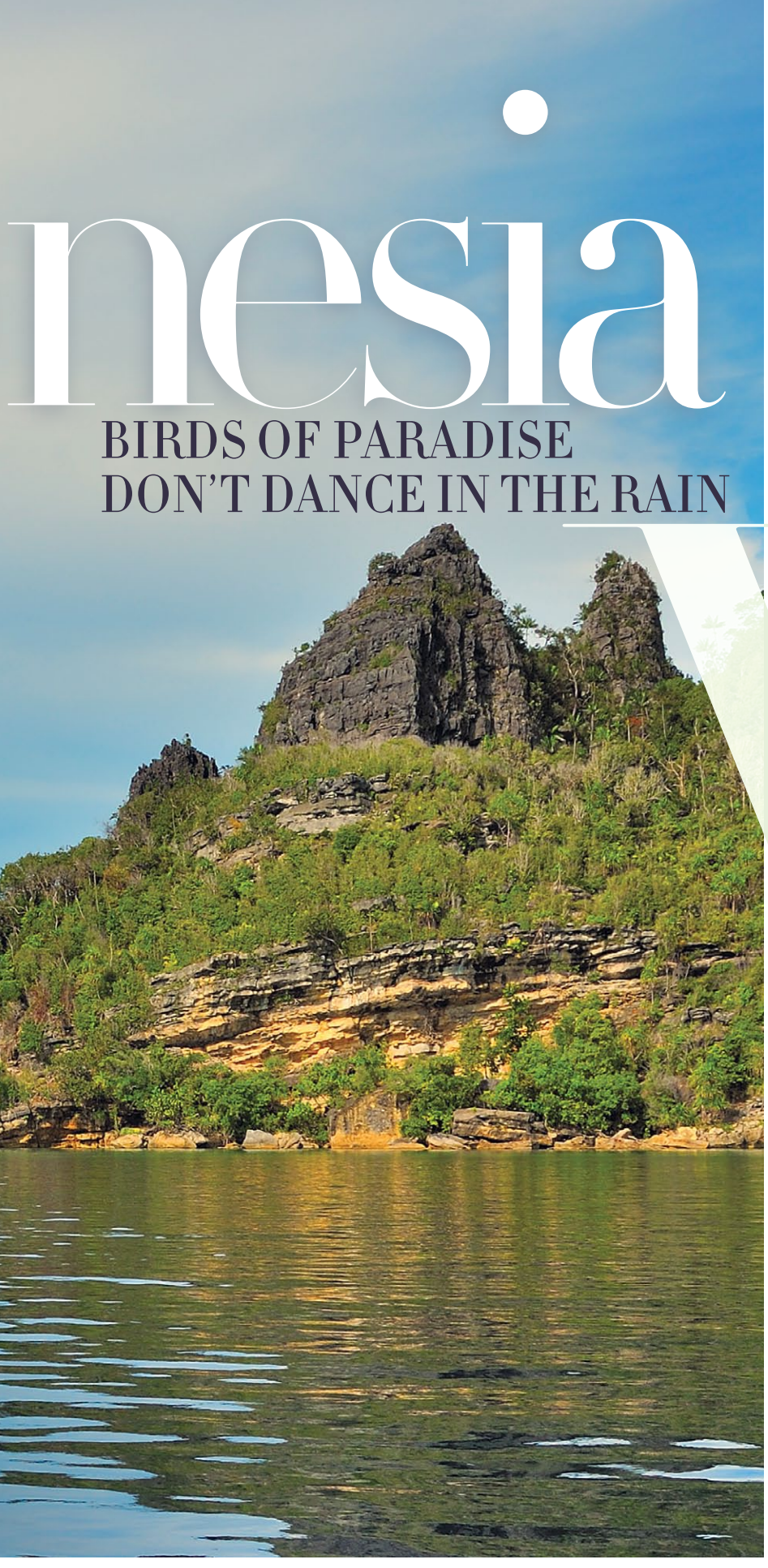
BIRDS OF PARADISE DON'T DANCE IN THE RAIN



Recent volcanic eruptions in Indonesia remind us that the amazing archipelago Tom Zydler photographed on board *Whale Song* was born of the violent meeting of fire and water. This article is part of an occasional series on the travels of the Halter Marine expedition vessel.

To all those who bemoan today's world—adventure all gone, everything already discovered—I'd say: Let them take a voyage through Indonesia. The country spans 46 degrees of longitude from Irian Jaya (West Papua, New Guinea) to the northwestern tip of Sumatra, and everything between 10°55S and 05°26N. According to CIA records, the area includes 17,508 islands. During the second year of circumnavigation, *Whale Song*'s three-month stay just whetted the appetite for more.

Wailing mosques and traffic fumes took over the airways as soon as the anchor chain stopped rattling down. Our motoryacht *Whale Song* had reached Jayapura, our first harbor in Irian Jaya. The Indonesians renamed this western part of New Guinea Island when they took if over after the Dutch. It's a busy military outpost—mostly Javanese bureaucrats and immigrants populate the city. Buzzing boat traffic crosses the bay and dozens of "bagans," squid-fishing trimarans, bob outside the harbor like giant water spiders.

Though unattractive, Jayapura offers the connection to the Papuan tribes in the interior. We tossed a coin and I had to stay with the boat anchored in a harbor lined with plastic garbage—uncertain holding. The yacht's owner, Grant Wilson, flew with friends and some of the crew to Wamena and the Baliem Valley. There they saw the real Papuans, the Dani men. They wage traditional battles naked but for gourds held by thin strings around their waists, just as Peter Matthiessen described them in "Under the Mountain Wall," published in 1962. This time, the spears and arrows drew no blood—the age of tourists, though only few show up, has arrived. My wife, Nancy, the yacht's mate, recorded singing women, clad only in grass skirts belted below the waist.

STORY AND PHOTOS Tom Zydler

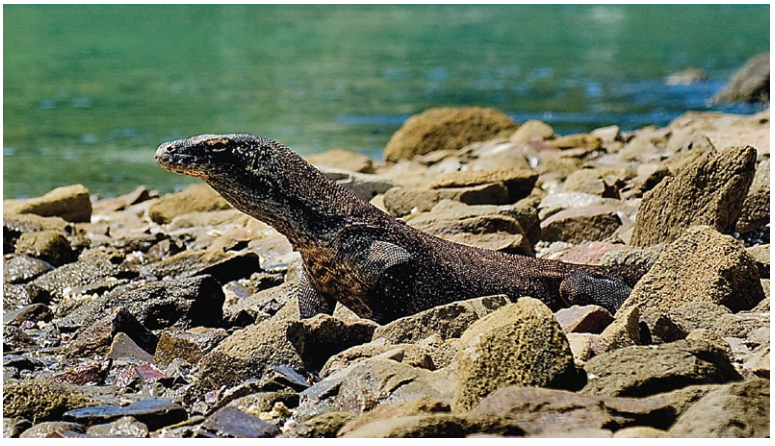
ABOVE: The odd-shaped hills of the Komodos Islands fit the homeland of the man-eating dragons.

PREVIOUS PAGE: *Whale Song* lies off the east end of Pulau Misool where the crew turns into scuba freaks

The Indonesian island kingdom began for us on Pulau Waigeo, a treasure of densely forested karsts peaks, where trees find foothold on knife-sharp limestone ridges. A vast inland sea, Teluk Mayalabit, cuts into the middle of the island. Tim Severin, a British author and explorer addicted to voyaging in vessels of ancient design, inspired our quest for birds of paradise. Eleven years ago, he sailed a replica of a Malaysian *prahu* following the explorations by the English naturalist Alfred Russel Wallace. After seven years in the Malay Archipelago, Wallace, a bright thinker and writer, became convinced of natural selection and his correspondence convinced the hesitant Charles Darwin to publish "The Origin of Species."

Pulau Kri, highlighted by *National Geographic's* David Doubilet's spectacular underwater images, gave us the first glimpse of Indonesia's reef riches. The lightning-speed strike of a shark on a hapless grunt was an exciting extra. The Kri resort people arranged a trip to a *lek*, a mating ritual during which male birds of paradise dance for their potential mates. Heavy raindrops fell on faces turned up to look up at the trees. Despite birdcalls resounding in the foliage, no bird of paradise showed—they hate getting wet, explained the naturalists. Our paradise bird chase continued in Kaboei village at the west end of Waigeo Island but, you guessed it, it rained again and birds of paradise don't dance in the rain.

But there is so much to see under the waves that our compressor and scuba tanks worked overtime. Around the east end of Pulau Misool, in passages between islets, the underwater scenery is dramatic, with structures of corals sprouting from rock cathedrals. Soft corals, pliable and gaudy, wave in the current where shoals of fish flutter. These underwater wonders continued in the Komodo Islands with the addition of a few manta rays banking through the blizzards of plankton. Fortunately, the infamous, big and very carnivorous



ABOVE: On the way to the craft market in Banda Neira; a village on the north shore of Pulau Ceram straddles translucent coral seas; a Komodo dragon watches for unsuspecting visitors infringing upon a well-guarded territory; a boatyard on Pulau Waigeo

ABOVE: An exhilarating tender ride at Rajah Ampat, near Pulau Misool, offers even more exhilarating views

Komodo dragons don't dive. But they swim. Sitting in the dinghy at dawn off Rinja Island, we snapped photos of a dragon foraging along the shore. Five boat lengths away, his forked tongue wiggled, saliva oozing—the beast was trying to taste us. And then he marched into the sea toward us. The good old Yamaha had not run that fast in years.

Dynamiting reefs to get fish has destroyed quite a bit of coral around Indonesia. Sea turtles also are threatened. The small fishing boats that came along to sell their catch always had turtles in the bilge. So it was a treat to dive with turtles around Banda Islands' healthy reefs. Banda, the fabled Spice Islands of the Moluccas, thrive now on low-key tourism and subsistence fisheries. Banda Neira's landlocked harbor dozes calmly under a hill topped with a Dutch fortress from 1611 on one side and Gunung Api, a 2,000-foot volcano, on the other. A pastel waterfront is the gateway to a town of smiling people—quite a change from the early 2000s when bloody violence between Muslims and Christians in Ambon on Pulau Seram spilled south to Banda.

Navigation got simpler south of Banda Neira; as the cone of the last volcano shrank astern, another began to rise over the bow. On some, small villages cling to steep hills, their peaks often smoking. As we swung west, the islands rose up to 6,000 feet, their populations tilling soil enriched by volcanic ashes. All these islands float on a very unstable crust; volcanic eruption is always a threat. Or monstrous waves. Or both. Hengki Kolit, our translator, guide and crew, lives in Maumere, on Flores, fortunately on high ground across the massive mound of volcano Rokatenda. In 1992, the earth shook, the sea

INDONESIA CRUISING **FACT FILE**

- **WEATHER – WINDS.** Normally, circumnavigating yachts enter Indonesia from the east. Local charter-boat weather lore reveals that strong westerlies blow from January into April, starting in Komodo Islands and continuing westward. Established charter boats will then work northeast from there around Raja Ampat and Sorong, Irian Jaya. Yet, we spent February and well into April in the supposed area of bad weather associated with the west winds and encountered only variable winds and calms.
- **PAPERWORK.** It can be intimidating. Yachts that plan to spend extended time in Indonesia need to obtain a cruising permit and visas. Contact Indonusa Segara Marine at headoff@insonusamrn.co.id for assistance. You should ask for Ms. Kumala Dewi or Mr. Stephanus S. Djajasaputra. Fax +62 361-722236. Tel +62 361 710004. We found them reliable and efficient. Still, to be safe, start paperwork about two months before a planned arrival in Indonesia. The Indonusa people have the right contacts and know the latest regulations. They can also supply live-aboard translators, if required.
- **CHARTERS.** Several large vessels, most locally built, do live-aboard diving expeditions to prime locations. Other operations cater to sportfishermen or even helicopter junkets. Again, Indonusa Marine (above) keeps track of their quality and availability and also acts as a booking agent.
- **WEB SITE.** **thailandmarineguide.com** provides contacts and facts for Indonesia as well. —TOM ZYDLER

bottom heaved, and a tsunami erased the costal villages below. Thousands died, though fewer than in the 2004 disaster that swept through the western Indian Ocean. Around Maumere, waterfront real estate still sells cheap.

The Indonesian empire includes Kalimantan, the part of Borneo under Jakarta's rule. Yachts stop on Kumai River near Tanjung Puting National Park. Its fame began with Camp Leakey, a primate research station in the midst of a large wild orangutan population. Tourists come to see these "men of the forest"—*orang utan*—in Bahasa, Indonesia. Watching the apes taking stealthy looks at *homo sapiens,* you might think they reciprocate the interest. The riverine jungles here teem with other wildlife: proboscis monkeys in troops, gibbons breaststroking across waters, and the hornbills cruise the morning sky as your little boat putt-putts from the main river to Camp Leakey. The anchorage on Kumai River had great protection, good holding in mud and atypically moderate depths. Off most Indonesian Islands, yachts must anchor 75 to 120 feet down, often very close to fringing reefs, in places safe only in the calm weather that prevailed during our February, March and April voyage.

And forget tying up. Commercial ports are rough and polluted. The only safe facility for yachts we used is in Benoa Harbor on Bali, an exciting island. The Ubud area with ancient Hindu temples, traditional dances and talented craftsmen helped us forget the throngs of tourists and suicidal motorbike traffic. Then we cruised along Bali's east coast. Tourists vanished; gravel and black grit replaced sand. Long-legged sailing trimarans straddled every flat piece of shore. At dawn, hundreds of

ABOVE: Will the carefree boys in the whaling village of Lamahera be able to continue the ways of their fathers? *Whale Song*'s owner, Grant Wilson, pilots the tender through the creeks of Tanjung Puting National Park, where *orang utan* dwell

ABOVE: In the Moluccas sail and paddle maintain communication between communities living in these volcanic and mountainous islands; a little rice paste goes a long way to keep faces wrinkle free; remote island villagers meet visitors with friendly curiosity; although Indonesia has a large Islamic population, in the archipelago's east fringes, Muslims are a tolerated minority

them launched into fish-rich seas.

Indonesia is oil rich, and subsidized fuel for Indonesian shipping has nearly removed larger sails from the horizons. Only a few of the grand (up to 150 feet) *phinisi* of the Bugis people from Sulawesi still carry auxiliary sail. But the surprises continued. We followed the south shores of Pulau Lembata in ashen haze. Two volcanoes, larger than 3,000 feet each, were spilling smoke, their bare sulphuric hillsides steaming. Our course went over charted islets, their remains now gone due to tectonic subsidence. A little farther, steep green hills descended toward a village, its houses lined up on hand-carved terraces. On the beach below, rows of wooden bows pointed at the sea from under thatched shelters. The boats, 30 to 40 feet long, had their woven-mat sails neatly folded on the spars. A lot of gear in them reminded me of the Whaling Museum on Nantucket. Even those double-ended hulls were similar. But, of course, this, Lamahera, was a whaling village.

Stone steps lead through the arch of a Christian chapel to the village, quiet in the off-season when the whales are gone. Over fences made of whalebone and ribs I could see women weaving. They offered for sale the finished *ikats*, patterned fabric celebrated among folk-art experts. From up the road came the sound of banging. Four shipwrights with *adzes* were hewing slabs of timber into notched planks; next to them, two elderly men chiseled wooden pegs for plank fasteners. The life in this costal village is the same as when the world population numbered in millions instead of billions. It wasn't undiscovered, but to me it was worth a voyage of thousands of miles to be there. ■

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ABOVE: While perhaps more prevalent in the sportfishing segment, wood construction offers the freedom to build just about any type of yacht. **BELOW RIGHT:** Vicem, a specialist in cold-molded construction, sent us this image of a hull under construction

THE Case FOR Wood

In the past we have examined the advantages of using aluminum (*Yachts International*, June 2010) and composites (*Yachts International*, February 2010) in yacht construction. We now turn to the oldest material in the history of shipbuilding—wood. A few builders, taking advantage of new technology and materials, are getting back to basics, and there are several compelling reasons to do so.

STORY Erica Cooper

To get a true feel for how woodwork has evolved you would have to take yourself all the way back to the first time a human took a chisel to a fallen tree. The desire for exploration and discovery—and the pressing need to catch as many fish as possible—pushed innovative minds to produce their best. Man experimented with hull shape and sail configuration until entire armadas crossed oceans. But the colossi that now ply the waters are usually constructed from metal. Even smaller boats once built in wood, such as classic runabouts, today often are built of composite, and only boast a wood finish. As is the case with most technology, people are attracted to what's new and innovative. But, sometimes, a time-tested tradition—or in this case, the application of new technology to a time-tested tradition—doesn't deserve to be thrown out with the rotary phones and the early Mac computers.

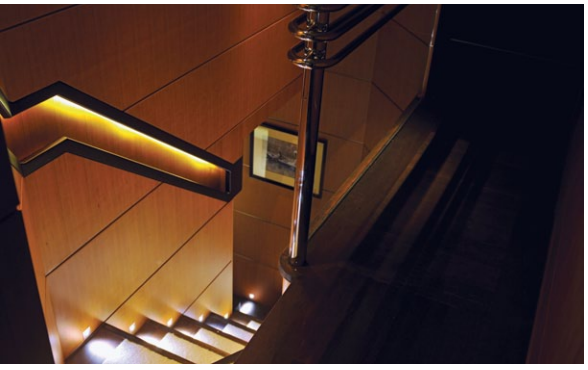
True wood construction has become a niche specialization in most areas, except perhaps Turkey, where there are still many craftsmen skilled in woodwork. Tuzla-based Logos Marine, a consulting and engineering firm as well as a custom boatbuilder, finds cold-molded wood construction to be the perfect way to address the needs of discriminating clients. Cold molding

ABOVE: With zero-speed stabilizers, a garage door, electric biminis and a hot tub, the sophisticated *Meya Meya* was a collaboration between H2 Design, Ed Fry of Fryco and the Logos shipyard

eliminates the need to shape the keel and hull frames using hot steam or boiling water, as was traditional in decades past, and instead binds multiple layers of wood laminates together with epoxy.

While Logos does not forgo the use of steel or composite, the builder is well aware of the advantages cold-molded wood construction can bring. One is the freedom it offers to build just about any size custom project, since, unlike composite, wood doesn't require a hull form. Logos is not limited in what it can build, as its recent launches clearly show.

In 2008, Logos debuted the 114-foot (34.5-meter) *Seya*, a sportfisher, which—because of the possible single-, double- and triple-engine operation mode—boasts a speed range of 10 to 27 knots. Logos showed the impressive fishing machine at the Cannes Boat Show last year. "It has special meaning to us, because it is quite large for a sportfisher. And from A to B, it is a custom build, where the owner did not even want to hire an interior designer for the boat and where he really wanted to put his own touch," says Cem Tunçyürek, founder and president of Logos Marine. Logos' next launch, in 2010, was *Meya Meya*, a sleek and sporty 117-foot (35-meter) raised pilothouse yacht. A successful collaboration between London-based H2 Design, naval architect Ed Fry of Fryco in Tennessee and Logos' in-house team, *Meya Meya* has two master suites, zero-speed stabilizers, a large bowthruster, swim platform, garage, electric biminis, a hot tub and a very sophisticated AV system that controls everything from the entertainment to the curtains. With



her twin MTU engines, she reaches a top speed of 25 knots. In other words, she lives up to her name, which means "100 percent" in Arabic. Both yachts were built using cold-molded wood.

Vicem, which recently consolidated all of its operations in Antalya, is practically synonymous with cold-molded construction. It has been utilizing cold-molded construction techniques from its first yacht—a 62-foot (19-meter) sailing ship, launched 20 years ago—to its largest wood build, the Vicem 100, which debuted this year at the Monaco Yacht Show. Vicem President Sebahattin Hafizoğlu was one of the seven original employees when Vicem started in 1991. Although Vicem has now ventured into composite construction for some of its larger yachts, Hafizoğlu remains an eloquent advocate for the virtues of wood, which include its resilience. "The ease of shaping wood, combined with its stiffness and durability, made it an excellent choice for building fishing, trading and naval vessels," he says. Turkey's rich marine history is built on wood, as he reminded us. In 2009, workers digging a new subway tunnel in Istanbul uncovered the ancient port of Theodosius. An astonishing 34 wooden vessels dating back 1,500 years were found almost intact in silt and mud.

Turkish builders and designers are, of course, not the only ones to keep wood construction alive. Shipyards all over the world still build in wood, even in the techno-centric United States. The Hacker Boat Company based out of Lake George, New York has been building small wood boats since Henry Ford built his first car in 1908 (see full article this issue). For larger vessels, one of the go-to resources for cold-molded construction has been the Connecticut-based naval architect and engineering firm Donald L. Blount and Associates.

Founder Donald Blount did not set out to do just wood construction, but he has developed a bit of a specialty; he's been designing cold-molded hulls for the past 23 years. "I almost always have a wood project going," Blount says. One of his current wood projects is a 105-footer now under construction at Jim Smith Boats, Inc., a boutique sportfish builder based in Florida. Jim Smith Boats' president John Vance and Donald Blount have worked together on numerous projects, including the design and

ABOVE: At 114 feet, *Seya* is quite large for a sportfisher; she was built in 2008 for a Middle Eastern client who specifically requested a cold-molded yacht due to his positive experience with this sturdy material.

ABOVE LEFT: Logos Marine had to make a few accommodations to the interior design to account for wood framing, but *Meya Meya* came together as a perfect example of the possibilities of cold-molded construction

ABOVE: According to Vicem President Sebahattin Hafizoğlu, their methods follow three core principles: leadership in the cold-molding technique, high or total customization and quality craftsmanship. The example above is the Vicem 72, a yacht with a more contemporary flair, which Vicem presented at the Fort Lauderdale International Boat Show last year

build of the 95-foot *Marlena*, launched in 2010.

One of the primary reasons many designers and builders across the globe still build in wood is the advantageous strength-to-weight ratio, especially in comparison to composite. Hafizoğlu explained these advantages concisely: "The marriage of engineered wood with formulated resins yields a hull that is much lighter, much stronger and more durable than a traditionally built boat," he says. Vicem's cold-molding technique uses laminated mahogany—coming from managed forests—and a specific formulated epoxy resin to create the hull, decks and principal superstructures. This results in a stronger and quieter vessel with a smoother ride.

That is one of the reasons fishing enthusiasts also can be wood-construction enthusiasts. Because they are lightweight, these boats are also usually fast. The 95-foot *Marlena*, for instance, does 41 knots top speed and cruises comfortably at 38 knots, according to her owner, Sam Gershowitz. The power plant includes twin 16V 2,400 MTU Series 2000 M93 common-rail engines.

These aren't the only advantages. Out of all possible methods of building a hull, cold-molded construction requires the least in the way of specialized, high-tech (and expensive) equipment. This means that, especially for new builders, the initial capital required is dramatically less than, say, composite construction. It translates into lower costs for the builder, which in turn allows a more competitive value for customers. Tunçyürek said that this could help custom boatbuilders, such as Logos, continue to cater to its clients even in a soft market.

Our various experts made an eloquent case. From start to finish, this construction form seems plenty attractive. Even excepting the low startup cost, it is possible to save months of build time and a sizable percentage of the budget on design and engineering, they said. Once the hull is complete, fit-out time is also usually shorter, because almost everything can simply be glued or bolted into the floor at almost any time during the build process. Time can be saved on painting, too; because the surface is so smooth, it requires very little fairing.

In a time when people are more conscious of the impact they make on the environment, using wood may raise a few

SCOTT PEARSON

A QUICK OVERVIEW

ADVANTAGES

Low cost
Excellent weight-to-strength ratio
Lightweight
Flexible design
Good soundproofing
Little startup investment
Available RINA classification

DISADVANTAGES

Some design restrictions due to frames
Tankage restrictions
Lower resale value
Scarcity of skills

ABOVE: The owner of the 95-foot *Marlena*, pictured here, had a cold-molded sportfisher before this one and turned to Jim Smith Boats and naval architect Donald Blount to design and build his next boat; he loves the speed and the spacious five staterooms his yacht boasts

NEIL RABINOWITZ

ABOVE: Idaho is home to custom builder Resort Boat Shop, part of the Hagadone Marine Group, the yard behind the beautiful 34-foot, cold-molded mahogany *Jefe* (top right; see *Yachts International*, June 2011). We've also seen impressively sleek designs from Italian newcomer Art of Kinetic. Its 63-foot *Hedonist* (pictured above), introduced at the 2010 Cannes boat show, has a 40-knot top speed

eyebrows. But even ecologically, this method has its plus sides. Since builders can use any type of wood, as long as it is strong, dry and rot-free, they can get buy wood from renewable forests and preserve the more traditional—but also more endangered and more expensive—species.

If there is a downside, it is simply that, as Tunçyürek told us, the devil is in the details. You need skilled labor. Craftsmen are as essential as the quality and dryness of the wood, the bonding material and the epoxy or epoxy/fiberglass treatments that put the finishing touches on the layered construction. And in some areas, skilled labor may be hard to come by when it comes to working with wood.

Another downside is that, while the method offers plenty of flexibility, designers face a slight loss in internal volume due to the need for permanent frames. In a constrained space where every inch counts, this could make a noticeable difference.

Cold-molding also limits tank size since tanks are not integrated into the hull; they sit on the frames instead. Lastly, the resale value for wood vessels is not high. On the plus side, though, this point could change. If more builders start using wood construction and owners fall in love with the form, those resale values could easily start climbing.

Currently, cold-molded hulls are more common these days in smaller crafts, especially sportfishing boats. Is this because of the strength of the material and the fact that yards are not limited to a pre-molded shape or because of the longstanding lore that fish respond to the harmonics of wood hulls? The former is a definite benefit, but whether or not there's truth in the theory of aquatic attraction, these cold-molded beauties are sure to attract attention. ■

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HACKER-CRAFT

Mahogany splendor

With a modest output of mahogany boats, each built by hand and customized down to the smallest detail, the Hacker Boat Company has established itself as an American icon. We paid the storied boatbuilder a visit in upstate New York.

STORY Grace Trofa
PHOTOS Hacker-Craft & Grace Trofa

ABOVE: An American-built Crusader 5.7L multiport injection 330-hp engine powers the new 26-foot *Sterling*, named after the Buffalo, N.Y., company that built engines used in early Hacker-Crafts

PREVIOUS PAGE: This 30-foot Sport model is a great family boat with a wide beam, nice freeboard and a comfortable sun pad

Lake George is known as the Queen of American Lakes; with 32 miles of crystal-clear water and more than 100 islands—44 of them state-owned—the town is a major attraction for outdoor enthusiasts. In winter, the lake can turn into a two-and-a-half-foot sheet of ice, thanks to sub-zero temperatures, but come spring and summer, trucks towing pleasure boats make their way up the mountainous roads as boaters eagerly take to the water. Adirondack chairs line lawns sloping down to the waterfront and, with any luck, tucked into the charming boathouses that dot the shoreline are classic mahogany Hacker-Crafts. The Hacker Boat Company, one of the world's largest builders of all-mahogany boats (possibly the largest), has been part of this small community for more than 50 years.

John Ludwig Hacker began building speedboats in Michigan in 1908, around the time that his good friend Henry Ford started building cars. The two young men shared a workspace, and odds are they inspired each other to greatness and exchanged ideas. There is a bit of Ford's Model T in Hacker-Craft: the wheel, dashboard and instrumentation share their design with the car Ford launched in August 1908. John Hacker, an architect credited with the invention of the modern V hull, demonstrated sheer design and engineering genius. He is credited for designing what likely was the first dual landing floats for one of the Wright Brothers' airplanes. The boats he built claimed multiple speed records. For example, the 26-foot *El Lagarto*, "The Leaping Lizard of Lake George," was the first three-time consecutive winner of the APBA Gold Cup in 1933, 1934 and 1935.

Despite this winning legacy, Hacker-Craft suffered during the Great Depression, but in 1939 launched the 55-foot commuter *Thunderbird*, considered one of the most beautiful wooden vessels of the 20th century. In 2007, the boat, which still rumbles across Lake Tahoe, was honored by the U.S. Postal Service with her own commemorative postage stamp.

In 1959, just two years before John Hacker's death, William Morgan, a boatbuilder from Silver Bay on Lake

George, acquired a controlling interest in the company and in the 1970s began building Hacker-Craft boats at his facility. An odd collection of small, shingled buildings on Silver Bay's waterfront became Hacker-Craft's home for decades. The humble surroundings never stopped the Hacker-Craft craftsmen from taking pride in their work. Alan Montbriand, vice president of operations, has worked for the company for 17 years. Give him any hull number and he can provide you with all the boats' details, from memory. "I've seen hundreds of boats go through, and each time I'm still in awe, they feel like my children."

It is part of what attracted George Badcock, an international businessman and wooden boat collector, to Hacker-Craft. He bought into the company a few years ago and in June 2011 acquired sole ownership. One of the first projects of the now president and CEO was to build a 32,000-square-foot production facility on three acres of land in nearby Ticonderoga, N.Y. The original location in Silver Bay is now used for offices and a beautiful new showroom. The spirit of Hacker-Craft is very much alive here. Smack in the middle of the showroom is a 30-foot Gentlemen Long Deck Racer, with a red bottom, white waterline stripe, red piping interior—a show stopper. The design is inspired by the Gentlemen's Racers of the 1920s. This design showmanship goes hand-in-hand with another distinctive feature: The Hacker-Craft boats produce a very distinctive rumble. Pull into any dock and, sight unseen, motorboat enthusiasts will know that sound. And then they'll stare.

It still amazes Ken Rawley, Hacker-Craft's director of communications, how the boat turns heads. "Arrive at a restaurant and people just stop eating and stare in admiration. It's an absolutely gorgeous boat, like art on the water," he says. "People are attracted to a Hacker-Craft because they want to be seen in something that is dramatic and distinctive from the vast majority of boats out there. If they can afford it, they buy a Hacker-Craft because they want to buy something that is high quality, well made and has panache." This could explain the prestigious roster of Hacker-Craft owners, which includes celebrities such as designer Tommy Hilfiger, singer Bon Jovi (who bought one for his father) and popular TV chef Rachel Ray (who keeps one on Lake George).

A handmade Hacker-Craft takes an estimated 1,600 hours to build and costs an average of $200,000. These days many boat owners choose to order their boats online without ever feeling the need to visit the facility, such is the reputation and integrity of the company. But,

BELOW: The original Hacker Boat Company headquarters in Silver Bay now serve as offices and showroom; Hacker-Crafts have become as classic as the early model Fords that the steering wheel, dashboard and controls are modeled after; a 28-foot Triple Cockpit Runabout looks at home on Lake George

ABOVE: The Hacker Boat Company's craftsmen still build boats by hand to ensure the quality of each hull, such as the 27-foot Sport model, above; the building was an initiative of the company's new owner, steering the storied boatbuilder into the future

to visit the facility and watch a Hacker-Craft come to life is worth the visit. The beauty is in the details. To make the Hacker-Craft name on the side of the boat, for instance, an artist lays out the gold leaf, swirls a pattern into the gold and then outlines the name in black by hand. If you look at the screws on deck, you'll notice all the screw heads match up. And the varnish? Fourteen coats are applied, all by hand. The deck is comprised of individual, grooved planks. After staining and varnishing the wood, craftsmen use their fingers to press into the grooves a compound that results in beautiful white stripes. Without revealing trade secrets, suffice to say that the hull construction is a meticulously time-tried and tested process. The boat bottom is made of mahogany sealed with epoxy sealer. Construction involves two layers of crisscrossed plank and then longitudinal outer plank. During the entire construction process, including the making of the bottom, interior frames, the keel, sides and deck, the boat goes through 30 to 40 hours of fairing and sanding.

Currently, Hacker-Craft is working on a new yacht tender design. The famous *Christina O* already has two Hacker-Craft tenders. The intent of the new design is to build a more seaworthy hull with increased freeboard. Naval Architect Jeff Brown says greater maneuverability and the ability to customize each tender specifically for the mothership are key to the new design. "Typically our tender will be the second of two tenders: The first is more of an utilitarian design, reserving the Hacker-Craft for special-occasion use and functions such as taking the lady of the ship ashore or functioning as a cocktail launch," he says.

For Badcock, who has spent his summers in Lake George for 30 years, ownership of Hacker-Craft is a dream come true, the capstone of his career. "There is a growing market for Hacker-Craft: They're beautiful; we've significantly improved the quality; and we have very talented people building them. We have a good future." ■

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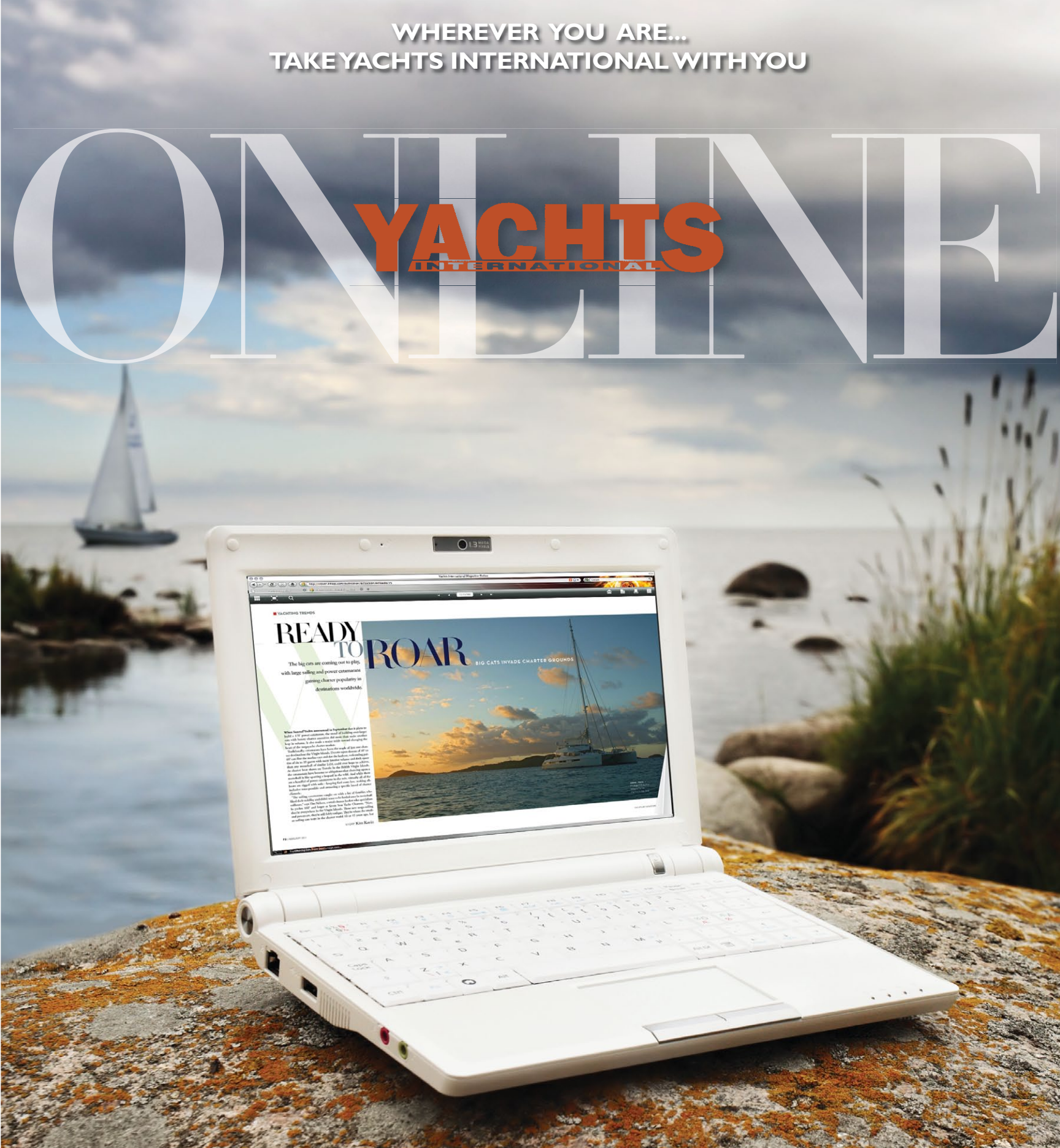

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Lifting THE anchor WITHOUT losing

Yacht owners enjoy being on the cutting edge, but when it comes to communicating and using the Internet at sea, it seems they're playing catch-up with landlubbers. On shore, people almost take for granted the ability to have 24-hour Internet access, digital streaming and the ability to download movies and music in minutes. A mere 100 miles offshore, these services are harder to come by, at least in a dependable and affordable way. However, all this is changing—and fast.

STORY **Gary Beckett**

The superyacht *Solemates* made headlines soon after its introduction last year at the Monaco Yacht Show, not so much for its astounding design and $700,000-per-week base charter rate, as for its innovative onboard electronics system, which allows passengers to control just about every function, short of navigation, via Apple iPad. In fact, according to numerous media reports, charter guests actually receive iPads when they board, which they can use during their stay to play music and videos, adjust climate controls, access the Internet and even link with the navigation system to see where they are while at sea.

iPads and smartphones also are making it easier for captains and owners to monitor a variety of onboard ship functions, as well as security,

touch

even when miles away from the ship. Witness the new Capi2 Communicator, a smart communication and alarm-monitoring system introduced late last year by Capi2 Nederland BV. It allows users to monitor virtually any onboard system via an iPad or smartphone, and even keep watch of what's going on should the ship also have security cameras.

It's an interconnected world out there and, for that reason, the demand for live, affordable, 24-hour access to the Internet while cruising even thousands of miles offshore has never been greater. Thanks to ever-improving technologies, the day when you can seamlessly move from the dock to the middle of the ocean and maintain fast, affordable Internet access and voice communications capabilities may be close at hand, provided that the fleet of satellites grows fast enough to keep up with demand.

While many yachts and marinas offer Wi-Fi service, charter guests and owners can't always bank on it for reliable Internet access. For instance, their company network servers may restrict access for security reasons. So, often, the only available solution is to rely one the yacht's communication system. In a marina, this can create an issue with access and speed, a problem that is also true offshore, unless the vessel subscribes to an unlimited service plan. Cost, however, can be prohibitive. Even with a multiple-month plan, services for unlimited and global Internet and voice service run in the thousands of dollars per month. Not to mention, with more people subscribing to the same services, speed gets slower while the price remains high. This does not sit well with demanding customers who, in many cases, are active in business. In addition, the demand is not limited to Internet and voice access. The ability to stream TV programs and videos is becoming a necessity, especially with the new devices now widely available.

"Being able to download movies and songs has become a must for most guests, but also the availability to stream things like YouTube videos is an important feature," says Line Sidenö, AV/IT engineer of M/Y *Helios*. "Being able to stream TV is something that's definitely interesting, as TV coverage is far less reliable and accessible than VSAT."

Innovative products and systems are popping up every day that can help yacht owners address these needs. Here are just a few recently announced developments.

KA-BAND ARRIVES IN 2014

Wireless, satellite-based broadband access gets a major boost starting this year with the launch of commercial Ka-band access, available for the

"Right now, speeds in the L-band are measured in the hundreds of kilobits per second, 300 kb, 400 kb per second. Ka-band will be measured in megabits per second."

–Frank August, Inmarsat's director of business development for the Americas

ABOVE: The Capi2 Navetica is one of the new devices working with the tablet technology, which gives owners ready-access to everything from navigation information to lighting and entertainment systems

first time this year to commercial providers. Ka-band operates at higher frequencies than ku-, L- and C-band. ViaSat plans to introduce what it calls the first "media-enabled" satellite broadband system to access Ka-band in the fall of 2011 with the planned launch of its ViaSat-1 satellite.

In addition, satellite company Inmarsat is working on a worldwide wireless Ka-band, broadband network called Global Xpress, due to become operational by 2014, once a constellation of three Inmarsat-5 satellites, supplied by the Boeing Company, is in place.

Ka-band's greater bandwidth capabilities allow for download rates of as high as 50 Mbps and upload rates of about 5 Mbps. That is comparable to the fastest systems available to land-based broadband users. Accessing the network will require antennas ranging in size from two to five feet in diameter, which are smaller than those typically used for C-band and other lower-frequency communications.

Inmarsat's new fleet of geostationary satellites will complement its existing network of L-band satellites, according to Frank August, Inmarsat's director of business development for the Americas. "Right now, speeds in the L-band are measured in the hundreds of kilobits per second, 300 kb, 400 kb per second," August says. "Ka-band will be measured in megabits per second."

August says Global Xpress will be a worldwide network allowing for a variety of high-speed Internet services, including Voice over Internet Protocol (VoIP) communications, SMS services and more. "Our customers will have the capability to really do anything they want," he says. "They'll be well connected around the world."

FLEETBROADBAND ACCESS

Inmarsat touts FleetBroadband as the world's first worldwide, maritime communications service to provide cost-effective, broadband data and voice communications simultaneously through one compact antenna. Developed primarily for commercial maritime users, and based on 3G standards, FleetBroadband provides constant, simultaneous access to voice and high-speed data services. And it is accessible pretty much anywhere in the world.

Users can send and receive e-mail with large file attachments, run complex data applications and make voice calls at the same time—and at a lower cost than with older systems. Installation of terminals is also relatively easy.

Three terminal types are available: In addition to the FB500 and FB250, a new FB150 terminal is designed specifically for small- to medium-size vessels. The new FleetBroadband FB150 service delivers global voice IP data up to about 150 kbps and features SMS capabilities. Inmarsat designed it as a more cost-effective alternative to its other two terminal systems, although data rates are considerably slower. Still, it offers recreational mariners worldwide 24/7 voice and Internet access.

MINI-VSAT

It has been almost four years since KVH Industries unveiled its revolutionary mini-VSAT broadband network and compact TracPhone V7 hardware. More than 1,000 TracPhone V7 systems have been shipped since the product's introduction, according to KVH.

Now the company has expanded its product offering with the introduction of the new TracPhone V3. At only 15.5 inches in diameter, it offers a simple metered airtime plan of $0.49 per minute for all voice calls worldwide and $0.99 per megabyte at the fastest available speeds via the mini-VSAT Broadband network. KVH also has said this new, streamlined metered pricing program will be offered to all new mini-VSAT Broadband subscribers, whether they are using a TracPhone V3 or V7.

KVH has created a range of packages designed to support monthly data needs. In addition to the new metered rate plans, KVH also offers boaters a fixed-price plan and seasonal airtime options.

Offering much faster connection speeds and affordable airtime, mini-VSAT and its rapid global expansion recently won honors from the Mobile Satellite Users Association, which presented KVH with its 2011 MSUA Innovation Award.

The company made tremendous progress throughout 2010 and in early 2011 to improve mini-VSAT capacity in North America, Europe, Africa, Asia, the Indian Ocean, Australia, New Zealand and Brazil. The company now offers what it says is the only multi-megabit Ku-band global network for ships and planes.

VSA designed the mini-VSAT Broadband network from the ground up and set out to be the first next-generation maritime satellite communications solution. The global spread spectrum satellite network, built with ViaSat's patented ArcLight technology, offers voice service and Internet access as fast as 512 kbps (ship to shore) and 2 Mbps (shore to ship).

WIRED OCEAN (TVRO)

Wired Ocean's S-Box, or satellite broadband server terminal, uses a vessel's television antenna (so-called TVRO) to offer a low-cost broadband service through Ku-band broadcast satellites. It operates on the idea that most Internet use involves sending smaller amounts of data (uplink) than receiving (downlink). Most satellite broadband services handle the smaller transmissions just fine but get bogged down when receiving larger amounts of data, which require higher transfer rates. This

limited capacity, or bandwidth, often results in slower speeds and higher usage costs.

Through what it calls a "hybrid technology" that integrates mobile satellites and television broadcast satellites, Wired Ocean can offer high-speed Internet service to marine users at a lower cost. Basically, through its S-Box terminal, the system uses a vessel's satellite TV antenna for the downlink portion of transmission, while using standard satellite communications systems (FleetBroadband, VSAT, etc.) for the uplink.

The service is suited for high-volume applications, including Internet browsing, downloading e-mail with attachments, obtaining electronic manuals, and accessing weather and navigation data. Wired Ocean's S-Box makes switching to the system fairly affordable since it uses existing onboard communications systems.

In January 2010, Thrane & Thrane agreed to consider the system for integration with its SAILOR communications terminals and systems.

DISHING IT OUT FAST

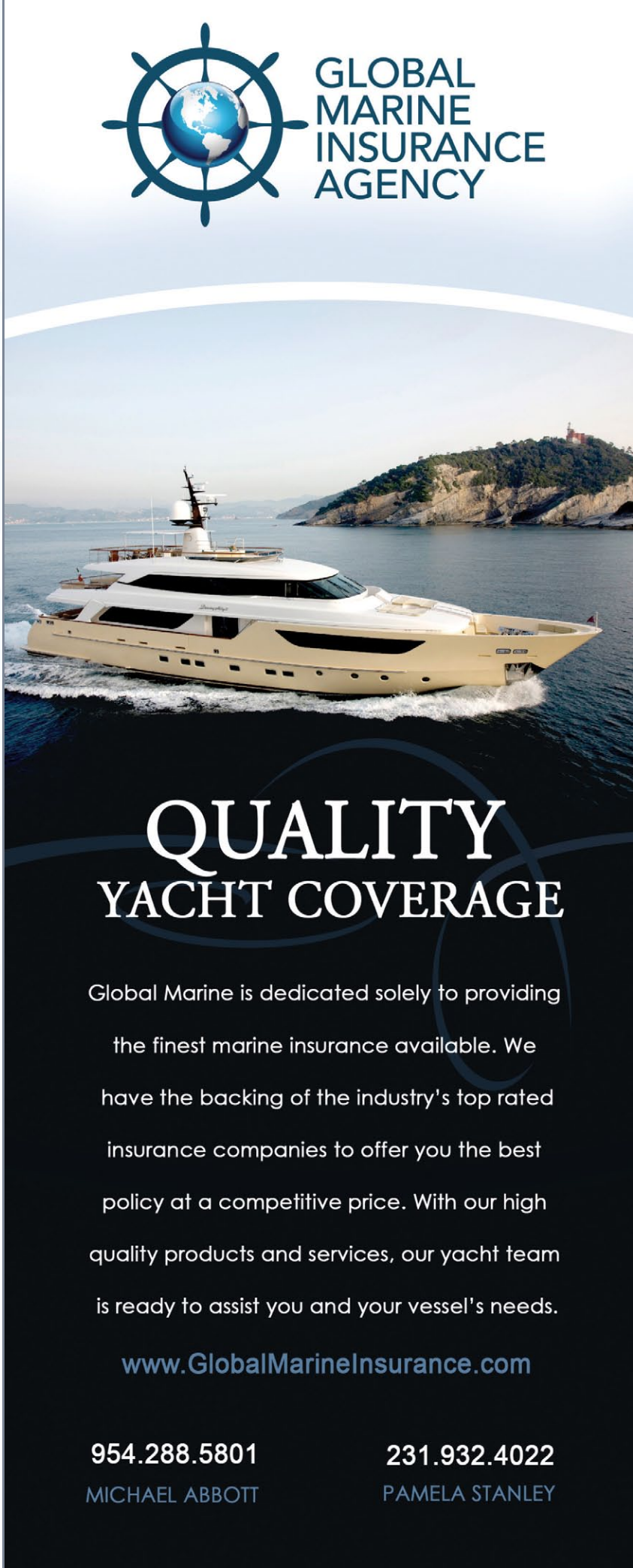
Irvine, Calif.-based Intellian, whose executives have witnessed a 100-percent increase in demand year-to-year, recently expanded its offering in VSAT communication antennas. Its most recent antenna is also its smallest to date, as it is specifically designed for the smaller vessel markets. The three-axis, v60G antenna is based on an open platform and supports 4-, 6- and 8-watt BUCs (Block Up-Converter). This means owners can choose the service and communications speeds they want. It is designed to avoid signal interruption and is thus well suited, according to the manufacturer, to VoIP communication, data download and monitoring.

THINGS TO CONSIDER

As with anything electronic, today's innovation is tomorrow's dinosaur. That's especially true with marine communications systems. Mariners already are starting to take for granted services that were considered something like "blue sky" a mere 10 years ago. Back then, the idea of 24/7, high-speed broadband communications availability while hundreds or thousands of miles offshore was still on the drawing board. Now it's a must.

There's so much to consider that it is easy to be overwhelmed. The best advice is: Buyer Beware—especially when it comes to satellite speed claims. It is well worth the effort to do exhaustive homework and consult with satellite communications experts.

The good news is that each year brings major improvements in service availability and performance, along with dramatic reductions in equipment installation and usage costs. On-the-water broadband still pales in comparison to land-based systems, and prospects may be dim that boaters will soon be able to stream in high-definition via the Internet. Still, today's systems represent major advances that were unthinkable a decade ago, so it seems fair to say that no one really knows what the future holds. ■



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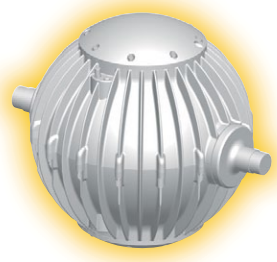

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TENAZ 131' (40m) :: Dubois/Pendennis :: 1996/2010 :: €7,550,000 :: Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com

TRADES CONSIDERED

SOJOURN 130' (40m) :: Gambol :: 1999/2007 :: Rick Weisenberger :: San Diego :: +1 714 745 6560 :: rick.weisenberger@northropandjohnson.com

ON DISPLAY AT THE 2011 FORT LAUDERDALE BOAT SHOW

AR-DE 122' (37m) :: Burger :: 2002 :: $10,500,000 :: Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com

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TITAN XIV 115' (35m) :: Valdettaro Shipyards :: 1994/2010 :: $3,900,000 :: Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com

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ONIKA 110' (34m) :: Delta :: 1993/2004 :: $4,900,000 :: Gregg Child :: Fort Lauderdale :: +1 954 522 3344 :: gregg.child@northropandjohnson.com

ON DISPLAY AT THE 2011 FORT LAUDERDALE BOAT SHOW

LOCHIEL 104' (32m) :: Alloy Yacht :: 1985/2010 :: $3,300,000 :: Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com

ON DISPLAY AT THE 2011 FORT LAUDERDALE BOAT SHOW

AR-DE 100' (31m) :: Burger :: 1996 :: $4,450,000 :: Kevin Merrigan :: Fort Lauderdale :: +1 954 522 3344 :: kevin.merrigan@northropandjohnson.com

AVAILABLE FOR INSPECTION DURING THE 2011 FORT LAUDERDALE BOAT SHOW

ODYSSEY 75' (23m) :: Lazzara :: 2009 :: $2,795,000 :: Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com

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BOUNTY 180' (55m) :: Smith & Rhuland Shipyard :: 1961/2007 :: $4,600,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com

AGHASSI 145' (44m) :: Christensen :: 2002 :: $14,900,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com

EVELYN 102' (31m) :: Maiora :: 2001 :: $2,895,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com

ANDREA V 82' (25m) :: Horizon :: 2006/2007 :: $3,250,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com

MARY'S PROMISE III 82' (25m) :: Horizon :: 2005 :: $2,150,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com

R & R 70' (21m) :: Queenship :: 2002 :: $1,195,000
George Georges :: Boston :: +1 978 921 6600 :: george.georges@northropandjohnson.com

MAKIN WAY 64' (20m) :: Ocean Alexander :: 2002 :: $1,199,000
Steve Doyle :: Boston :: +1 978 921 6600 :: steve.doyle@northropandjohnson.com

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BEIJA FLOR | 35m (115') | Feadship | 1968/2009 | 4,450,000 USD
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ANCHOR W | 35m (115') | Crescent Beach | 1997 | 3,995,000 USD
Built for and still owned by a Seattle boating family, Big beam, low hours on mains. Excellent condition. Will take smaller boat in trade.
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CRYSTAL | 33m (111') | Deep Sea Marine | 1987/2006 | 2,500,000 USD
BANK OWNED. Excellent long range yachtfisher. Corten steel hull. 10 cabins for guest and crew. Big beam and large volume 3412 Cats, 3 generators.
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KAUHALE KAI | 28m (90') | ABD Aluminum | 1996/2011 | 3,950,000 USD
A remarkable expedition yacht, fully equipped & updated for an active cruiser's lifestyle & economical to run. Major refit in 2011.
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DOLCE VITA | 22m (72') | Pershing | 2009 | POA
Spectacular performing, spectacular looking! 3 guest cabins plus crew. Custom fabrics, painted hull, 1800 MTU's with extended warranty, Arneson drives, 45 kts.
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LORETTA ANNE IV

40m (131') | Alloy Yachts | 2009 | 21,900,000 USD

Highest quality and timeless elegance from the team of Alloy, Dubois and Starkey, combining a proven hull design with state of the art equipment and at-rest stabilization. Full beam on-deck master with his/her baths and office, 3 guest suites, a gym and tender garage. Huge sundeck with jacuzzi and a shaded dining area. An exceptional vessel in all respects and now offered after only one season's use. Mint condition, Lloyds and MCA classed, turn key and seriously for sale. Transoceanic range.

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LAUREL

73m (240') | Delta Marine | 2006 | 62,500,000 EUR

Superbly executed by Delta Marine with interior design by Don Starkey. Seven staterooms in owners party. Steel hull and composite superstructure. She is exquisite in her detail, finish and condition. LAUREL is certainly the highest pedigree yacht of her size on the market. See her at Ft Lauderdale Boat show. Please call for viewing appointment.

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TOUCH | 36m (120') | Louisbourg | 2004 | 7,900,000 USD

Large volume yacht with 4 staterooms, all with king berths. Huge upper deck master with access to private outdoor deck. VERY successful charter boat. Just completed $1,000,000 in upgrades.

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HAPPY FISH | 23m (77') | Hatteras | 2008 | 4,150,000 USD

Five staterooms, stabilized and many factory options. Very clean and well looked after. Taken in on trade, very motivated to sell.

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PARAFFIN | 60m (197') | Feadship | 2001/2010 | POA
Equipped with zero speed stabs, a well thought out gym, huge deck space and an armada of water toys, she provides comfort and endless entertainment.

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ALIBI | 51m (167') | CBI Navi | 2005 | 19,750,000 EUR
Large interior volume, accommodates 12 passengers comfortably in 6 cabins. Well laid out exterior deck space, plus a comfortable swim platform.

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STEADFAST | 34m (112') | Barattucci | 1992/2005 | 3,950,000 USD

Just listed. Terrifically handsome long range tri-deck yacht. Beautiful styling, always well maintained. Very capable at sea, large volume yacht that excels at serious fishing, diving and exploring. On-deck master, 3 guest cabins plus crew, seriously offered to the market. In Ft. Lauderdale.

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KINGFISH | 32m (107') | Christensen | 1997 | POA

Just listed. With her 26'4" beam she has an amazingly large interior & exterior spaces. The elegant but relaxing mahogany interior has four spacious guest cabins plus crew, large salon, huge upper deck. Cat 3412 mains, ABS certification just renewed. Solidly constructed, beautifully maintained.

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KEIKI KAI | 30m (100') | Benetti | 2005/2010 | 6,250,000 USD

A truly amazing yacht! Fabulous layout includes on deck master, formal dining and great exterior spaces. Six different deck levels, beautiful Italian marble and woodwork. Recent complete exterior paint job. Cat mains, 2100 nm range. Finest 100' brokerage yachts available!

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OHANA | 32m (103') | Cheoy Lee | 1992/2002 | 2,900,000 USD

Rarely does one of these Hargrave long range displacement models come to the market. Four guest cabins including on deck master, 2 VIP's, skylounge, economical Cats, new teak decks, fully serviced engine room.

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TURQUOISE | 55m (181') | Proteksan | 2011 | 26,500,000 EUR
Stunning new full displacement yacht built by the highly respected Proteksan-Turquoise shipyard to a Dubois design, delivered only 5 months ago. Six staterooms with two on deck. Long range, very quiet and beautifully finished. Excellent outside spaces and bright refreshingly modern interior. Tenders in garages, zero speed stabilizers, Lloyds class, MCA and LY2.
Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com

SEA BOWLD | 53m (174') | Oceanfast | 2004
26 knots with a 3400nm range at 12 knots. Owner's stateroom on bridge deck; four guest suites and superb outside deck spaces. Yachting's equivalent to AMG.
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KRISUJEN | 38m (126') | Feadship | 1982
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ELLE | 46m (150') | Tacoma Puglia | 1993/2008
Heavily built steel displacement yacht with massive volume and range. Full width owners stateroom on deck, 4 king staterooms below. Zero speed stabs, recent refit and super condition.
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EMBARK | 35m (114') | Codecasa | 1995/2008
Proper example of this popular modern series with owner's cabin on deck, 4 stateroom layout, excellent range and great sea keeping ability. VAT Paid.
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MI CIELO | 30m (100') | Azimut | 1997/2011 | 1,950,000 USD
Complete Refit in 2011. Has desirable on deck Media Room that works as 5th cabin. Impeccable condition no expenses spared. Loaded with options and upgrades. ATLAS ready.
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LAZZARA LSX 92 | 28m (92') | Lazzara | 2009 | 5,750,000 USD
Sport bridge deck, panoramic loft galley, owner's spa room with side balcony access, piano-finish gloss interior.
Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com

CAMELEON B | 42m (139') | Proteksan | 2002 | 11,000,000 EUR
Six guest cabins including Owner's stateroom on deck, 20 knots cruise, long range.
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Vassilis Fotilas | Monaco + 377 93 100 450 | vassilis.fotilas@fraseryachts.com

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PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA
Designed with elegance and comfort, Princess Sarah is in pristine condition. Features 6 Staterooms with on deck master.
Scott French | Fort Lauderdale + 1 954 463 0600 | scott.french@fraseryachts.com

ANDIAMO | 37m (122') | Azimut | 1983/2009 | 2,950,000 USD
Recent extensive multi-million dollar refit. Every aspect of the interior guest and public areas were completely redone. Excellent value. Partnerships considered.
Josh Gulbranson | Ft. Lauderdale + 1 954 463 0600 | josh.gulbranson@fraseryachts.com

PICOSA LADY | 22m (75') | Fleming | 2001 | 2,100,000 USD
Meticulously maintained and continuously upgraded in all areas, including: AV, Electronics, interior décor, galley, exterior soft goods, tender and much more.
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PRICE REDUCTION

JADE 95 | 29m (95') | Jade Yachts | 2010 | 7,995,000 USD
Style and Luxury abound in this modern large volume expedition yacht. Cat Power/ Four Staterooms, Bureau Veritas Classed.
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BLACK PEARL | 18m (58') | Donzi | 2006 | 1,790,000 USD
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or C.A. Chany Sabates III 954.604.2253

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C.A. Mark Elliott 305.794.1167

MIRAGE 132' (40M) Heesen 1992. 5 Staterooms
C.A. John Ciullo 954.494.1075

SYMPHONY II 112' (38M) Westport 2001. 4 Staterooms
J.C.A. Mark Elliott 305.794.1167

LADY LINDA 187' (57M) Trinity - Delivery 2012. 6 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. John F. Dane 228.223.7144

WHEELS 164' (50M) Trinity 2009. 6 Staterooms
C.A. Chany Sabates III 954.604.2253 or C.A. Mark Elliott 305.794.1167

DOMANI 145' (44M) Benetti 2004. 5 Staterooms
C.A. Mark Elliott 305.794.1167 or C.A. Frank Grzeszczak 954.494.7096

SHALIMAR 118' (36M) Azimut 1994. 5 Staterooms
C.A. Clayton Swart 954.383.3635 or C.A. Bruce Schattenburg 954.328.4329

BLIND DATE TOO 115' (35M) Benetti 2003/2011. 5 Staterooms
C.A. Kevin Bonnie +33.616.39.1959

STARGAZER 180' (55M) Ziegler 1964/2006. 7 Staterooms
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MINE GAMES 164' (50M) Trinity 2007. 6 Staterooms
C.A. Chany Sabates III 954.604.2253 or C.A. Frank Grzeszczak 954.494.7096

MIRAGE 132' (40M) Heesen 1992. 5 Staterooms
C.A. John Ciullo 954.494.1075

STANLEY Z 142' (43M) Trinity 2003. 5 Staterooms
C.A. David Nichols 954.682.6853 or C.A. Kevin Bonnie +33.616.39.1959

HAPPY DAZE 83' (25M) Moonen 1998/2005. 3 Staterooms
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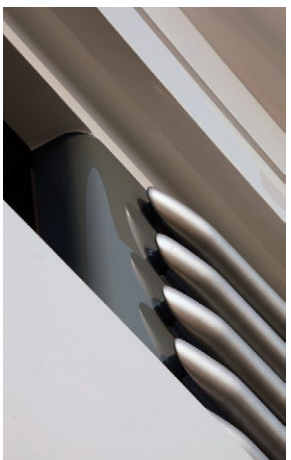

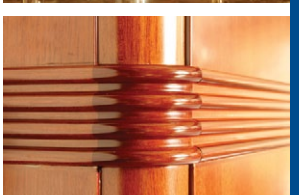

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177′/54M Baglietto 2009 **BURKUT***

168′/51M Oceanco 1997/10 **LAZY Z***

164′/50M Hakvoort 2006/10 **JEMASA***

151′/46M Delta 2009 **KATYA**

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205′/63M Icon 2010 **ICON***

161′/49M Trinity 2009 **BLIND DATE***

157′/48M Christensen 2006 **THIRTEEN**

153′/47M Feadship 2001/10 **SEA RACER**

223′/68M Nobiskrug 2010 **SYCARA V***

220′/67M Shadow Marine 2007 **ALLURE SHADOW**

203′/62M VSY 2010 **ROMA***

177′/54M Mondomarine 2012 **HULL #1***

167′/51M Mondomarine 2013 **HULL #4***

167′/57M CBI Navi 2005 **ALIBI***

163′/50M Nereids Yachts 2005 **AZTECA II***

161′/49M Trinity 2007/10 **GLAZE**

157′/48M Christensen 2007 **LADY JOY***

157′/48M Christensen 2007 **SCOTT FREE**

154′/47M Perini Navi 1990/06 **ANDROMEDA LA DEA***

152′/46M Perini Navi 1991/07 **ANTARA***

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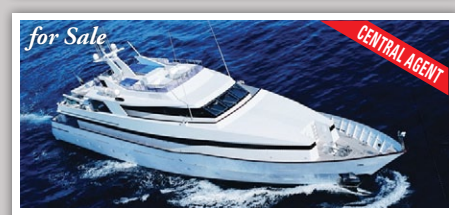
150′/46M Palmer Johnson 2007 O'KHALILA*

145′/44M Benetti 2009 LADY SHEILA*

145′/44M Heesen 1990/09 AT LAST



138′/42M Mondomarine 1991/01 TRINITY II*

136′/42M Intermarine 1999/07 BOSSY BOOTS II*

134′/41M Mondomarine 2013 HULL #8*

132′/40M Northcoast 1995/08 LIFE'S FINEST

132′/40M Trident Shipworks 1999 CRILI

131′/40M A&R 1987 SILVER SHALIS

125′/38M Broward 1989/03 SHOWTIME

124′/38M Broward 2007 HERITAGE III

122′/37M CRN 1978/08 LADY EVA*

121′/37M Crescent 2003/10 OLGA*

118′/36M Intermarine 2000 SAVANNAH

116′/35M Feadship 1970/08 UTOPIA II

115′/35M Broward 1997 CLAIRE TOO

112′/34M Leopard Express 2008 LA IGUANA*

110′/34M Christensen 1992 R RENDEZVOUS

108′/33M Hargrave 2006 FREEDOM R*

105′/32M Mangusta 2000/11 HAMSA*

102′/31M Oceanfast 1989/11 GAZELLE

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102′/31M Broward 1984/05 LIQUIDITY

101′/31M Leopard 2008 PAN DEI 1*

96′/29M N.E. Boat Works 2003 VAKOMAANO

92′/29M Intermarine 2001 KRISHELLE

92′/28M Palmer Johnson 1985/11 PEGASUS III

90′/27M Pershing 2008 FRAILECH*

88′/27M Pershing 2003 JK*

88′/27M Rayburn Custom 2004 LADY VICTORIA

86′/26M Hatteras Sportfish 2002 SPHEREFISH

80′/24M Donzi Sportfish 2010 R-80

80′/24M Hatteras 2004 OCEAN VIEW

80′/24M DeVries Lentsch 1930/02 LELANTA*

79′/24M Leopard Express 2000/06 DOLCE VITA II*

75′/23M Sunseeker 2005 CHAIRMAN

73′/22M Donzi Sportfish 2010 R-73

72′/22M Sunseeker 2006 HIDE OUT*

70′/21M Hatteras Sportfish 2003 USELESS*

65′/20M Marquis 2007 GOOD TIMING

62′/19M Little Harbor 1982/07 EASTERN SKY II

58′/18m Grand Harbour F/B 2008 SYMBAN*

52′/16M Hatteras S/F 1992 BAER NECESSITY

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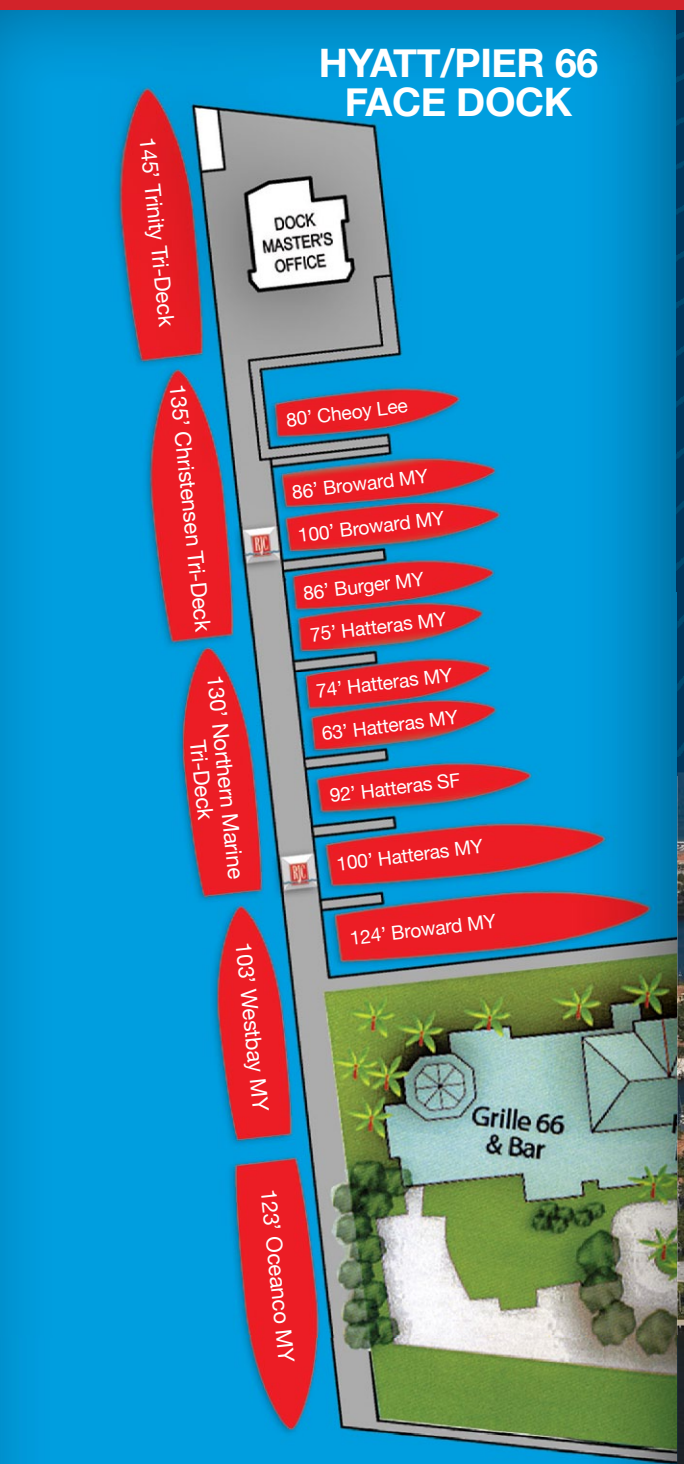
Visit us during the Ft. Lauderdale Boat Show at our Hyatt/Pier 66 Display



Right where we've always been!

We are proud to be featuring (15) vessels at our **Hyatt/Pier 66** face dock display during the **Ft. Lauderdale Int'l Boat Show, Oct. 27th - Oct. 31st.** All of the vessels featured in this dock plan will be available for inspection including, **Broward, Burger, Cheoy Lee, Christensen, Delta, Hatteras, Trinity and Westport yachts,** ranging in size from 63' to 145'. Please join us for this exclusive showing of the finest selection of larger, late model Motoryachts and Sportfisherman available anywhere. Please contact our office to receive listing information, photography or to arrange a private inspection. Preview all our vessels on our website;

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LADY M - SOUTH FLORIDA
147' Intermarine | 10 guests | $98,000 per week

RELENTLESS - PIER 66 FACE DOCK
142' Trinity | 10 guests | $132,000 per week

ATLANTICA - PIER 66 FACE DOCK
135' Christensen | 10 guests | $110,00 per week

AQUASITION - SLIP A 19
124' Broward | 10 guests | $75,000 per week

CAPRICE - PIER 66 FACE DOCK
123' Oceanco | 8 guests | $45,000 per week

CHILD'S PLAY - PIER 66 FACE DOCK
103' Westbay Sonship | 8 guests | $32,000 per week

TRIPLE ATTRACTION - SLIP A 17
100' Hatteras | 10 guests | $38,000 per wk

LUKASAURUS - SLIP A 8
86' Broward | 6 guests | $22,000 per week

AQUARIUS - SLIP A 7
80' Cheoy Lee | 6 guests | $24,500 per week

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RELENTLESS, 145' 2002 Trinity Tri-Deck MY - ABS class, 5 S/Rs, on-deck master, mahogany interior. 16V2000's. Ft. Lauderdale. CA

ATLANTICA, 135' 2000/2008 Christensen Tri-Deck MY 5 S/R, On-Deck Master, ABS, 16V2000's, incredible volume! CA

MAGIC, 130' 2005 Northern Marine Tri-Deck MY Mahogany int., 5 SRs. 28' beam, MTU 12V2000s. In S. FL. CA

CAPRICE, 123' 1994/98 Oceanco MY - Custom Don Starkey design, 4 S/R layout, custom interior, flybridge jacuzzi. Ft. Lauderdale. CA

TRIPLE ATTRACTION, 100' 2005 Hatteras MY 5 S/R's, custom cherry int, walk-arounds, 16V2000s. Ft. Laud. CA

CHERISH, 111' 1997/04 Broward CMY - Cat 3412's, 4 S/R's. New paint job 2011. Ft. Lauderdale, FL. CA

LUKOUSAURUS, 87' 1996/2011 Broward MY New paint, overhauled DDEC 12V92 w/warranty. Enroute FL. CA

CHILD'S PLAY, 103' 1999 Westbay MY - 4 S/R, recent interior refit, new watertoys. Low hrs on 12V-2000's. Excellent cond! Ft. Laud. CA

SEAQUEST, 92' 1996 Hatteras Convertible SF Major engine overhaul & new custom interior 5/11. Ft. Laud. CA

EQUINOX II, 78' 1999 Cheoy Lee MY Cat 3412's, 4 S/R's - Ft. Lauderdale. Central Agent

WENDY I, 74' 1998 Hatteras CMY - 4 S/R's, DDEC 12V-92's. Major price reduction, now $895K! Ft. Lauderdale. CA

HATT ENOUGH , 63' 2002 Hatteras MY - C30 Cats, twin gens, Pipewelders hardtop, teak decks. Motivated. S. FL. CA

FT. LAUDERDALE BOAT SHOW ANNOUNCEMENT!

We are proud to be featuring (15) vessels at our Hyatt/Pier 66 Face dock display during the upcoming Ft. Lauderdale In't Boat Show, Oct. 27th-31st. Several of the vessels featured in this ad will be available for inspection including Broward, Burger, Cheoy Lee, Christensen, Delta, Hatteras, Trinity and Westport Yachts, ranging in size from 63' to 145'.

Please join us for this exclusive showing of the finest selection of larger, late Motoryachts and Sportfisherman available anywhere. Contact our office to receive listing information, photography or to arrange a private inspection. Preview all of our vessels on our extensive website; **www.rjcyachts.com**

AQUASITION, 124' 2008 Broward MY - Lloyds class, 16V-2000s, zero speeds stbs, cherry int, 5 S/R, Ft. Laud. CA,

MURPHY'S LAW, 124' 1998 Delta Tri-Deck MY
4 S/R, cherry interior. Ft. Lauderdale, FL. Central Agent

MARSHA KAY, 118' 1998/08 Trinity MY
New paint, updated int. new Cat C-32's in '08. Palm Bch, FL CA

JUST RIGHT, 100' 1999 Broward MY
Cat 3412's, 4 S/R's. Ft. Lauderdale, FL. Central Agent

AQUARIUS , 80' 2008 Cheoy Lee Bravo MY
Caterpillar 3412's, 20kt cruise, custom interior, S. FL. CA

PG'S JESTER, 104' 1990 Broward Cockpit MY
Best value on market! N. Miami Beach, FL CA

FAIR SKIES, 90' 1990 Burger Raised Pilothouse CMY
$200k Price Reduction! Ft. Lauderdale, FL. CA

HERITAGE, 86' 1987 Burger MY
New interior 2011, Pristine condition MTU's. Ft. Laud. CA

GOODSPEED, 54' 1986 Hatteras MY - Walk-around decks, large aft deck. Majored engines. Pristine! Ft. Laud, FL CA.

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147' Lady M.....$125k/wk	116' Serenity.....$58k/wk	103' Child's Play.....$32/wk
142' Relentless.....$132k/wk	114' Good Times.....$32k/wk	100' Triple Attraction..$38k /wk
124' Aquasition.....$75k/wk	112' Silver Moon.....$49.5k/wk	100' Just Right.....$33k/wk
124' Murphy's Law.....$55k/wk	112' Lady Sharon Gale .$38k/wk	87' Lukasaurus.....$22/wk
123' Caprice $45k/wk	105' Independence 2..$36k/wk	

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This stunning 200' (61 metre) BENETTI features a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas.

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MICHAEL WHITE | mike@ocyachts.com | MOB +44 7785 360845

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STYLE | CUOR DI LEONE

AGGRESSIVELY FOR SALE NOW!

Superb 50m (164') BENETTI launched in 1999; recently completed a **USD 4m** refit in Italy including incredible interior finishes, total repaint, new generators; the list is extensive! Accommodation for 12 guests in 6 suites plus 12 crew maximizes her potential for private and charter use. **Owner highly motivated to sell now!**
CUOR DI LEONE will feature at the Fort Lauderdale International Boat Show.

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WESTPORT 98

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PACIFIC MARINER 85

130' **Westport** Tri-Deck MY 2007 "CONSTELLATION"
Camm Moore, C.A.

114' **Hatteras** 1994 "LADY MONROE"
Alex Rogers / Chris June, C.A.'s

108' **Westport** 1998 "TAHITI"
Bryan Long / Alex Rogers, C.A.'s

103' West Bay 2001 "MOON RIVER"
Mark Peck, C.A..

100' Broward 2001
Andrew Miles, C.A.

See our display at the 2011 Fort Lauderdale International Boat Show Oct. 27–31

WESTPORT

SINCE 1964

98' **Queenship** 1993
Mark Peck, C.A.

95'' **Westport** RPHMY 2001
Bryan Long, C.A.

90' **Hatteras** SF Conv 1997
Ralph Raulin, C.A.

85' **Pacific Mariner** 2010
Andrew Miles, C.A.

82' **Horizon** 2005
Mike Williams, C.A.

80' **Lazzara** 1998
Mark Peck, C.A.

78' **West Bay** 2002
Claude Racine, C.A.

75' **Hatteras** 2001
Alex Rogers, C.A.

70' **Symbol** 2006/2007
Chris June / Alex Rogers, C.A.'s

70' **Viking** 2008
Andrew Miles, C.A.

66' **Ocean** SF 1999
Bryan Long, C.A.

65' **Pacific Mariner** 1999
Claude Racine, C.A.

65' **Pacific Mariner** 2003
Bryan Long, C.A.

65' **Pacific Mariner** 2005
John Varga, C.A.

64' **Hatteras** MY 2006
Andrew Miles, C.A.

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40M WESTPORT TRI-DECK MOTORYACHT 2009 "MISS MICHELLE"

Brief specifications:

Length:	130'
Beam:	26'
Draft	6' 6"
Sleeps:	10 in 5 staterooms / on-deck master
Crew:	7 / 8
Engines:	Twin MTU 12V4000s
Speed:	Cruise 20 knots Max 24 knots

Contact Central Listing Agent Claude Racine
954-648-9498 cracine@westportyachtsales.com

WESTPORT

SINCE 1964

130' **Westport** Tri-Deck MY 2002 "MARY ALICE II"

85' **Pacific Mariner** 2008 "GIGI"

78' **West Bay** 2002 "JOAN MARIE IV"

78' **West Bay** 2002 "SANTO ANTONIO"

65' **Pacific Mariner** 2000 "TULCHAN"

Contact Central Listing Agent Claude Racine

954-648-9498 cracine@westportyachtsales.com

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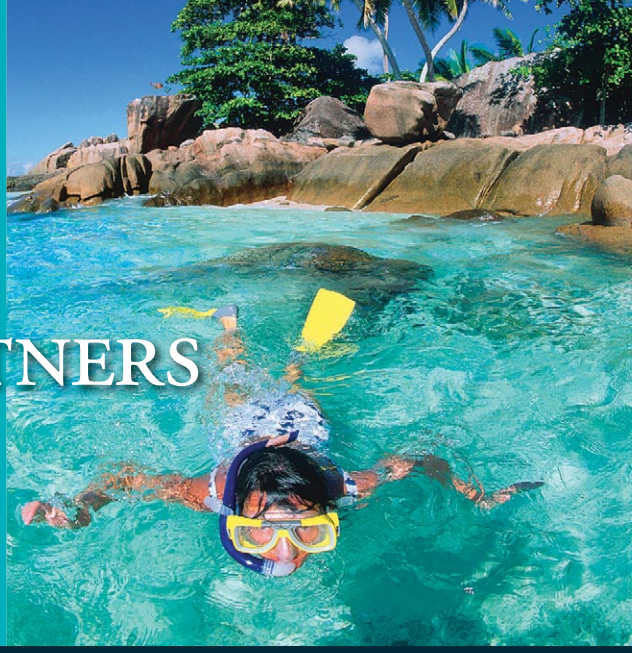

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150' RICHMOND TRI DECK MY 2010

Brand new yacht with delivery and demo hours only. Ward Setzer naval architecture with stunning Pavlik interior that includes up to six suites with skylounge VIP. MTU 2000 hp mains provide a 16 knot cruise speed. Touch and go helipad and abundant outdoor spaces. Contact authorized agent, Jeff Stanley

97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at $2,975,000 ask. Call Paul Baker, Central Agent.

75' MOCHI CRAFT LONG-RANGE HYBRID 2010

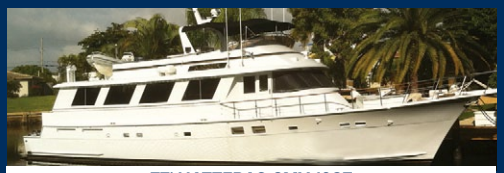
One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.

77' HORIZON MOTORYACHT 2008

Totally upgraded, 4 S/R + crew, CAT C-30's, 380 orig. hours. Walk-around decks, hydraulic bow & stern thrusters, hideaway lower helm station & remote control station. Cherry-wood w/granite-topped open galley & dinette fwd. On-deck day head, large teak aft deck, FB A/C, full equipment list. Contact Joe Majcherek.

78' HARGRAVE SKYLOUNGE MOTORYACHT 2003

Five staterooms in this high volume 78' MY. Day Heads on both main deck and skylounge levels, abundant equipment list. Dependable 3412 CATs–under 1600 hrs, twin 33 kw gensets, bow and stern thrusters, waste treatment.....the list goes on and on. Call Jeff Stanley, Central Agent.



77' HATTERAS CMY 1987

Huge volume, aft engine room motoryacht with a factory cockpit. Four generous teak staterooms with heads. Crew for two. New electronics, generators, AC and much more! Enormous flybridge is great for entertaining. Contact Jeff Stanley, Central Agent.

72' DONZI SPORTFISHERMAN 1995

Best described as a "battlewagon", the 72 Donzi will get you there in comfort! Long range 3,000 gallon fuel tanks, twin 16V92 Detroit Diesels. 3 ensuite cabins + crew for 2. Huge flybridge with all amenities including a dumbwaiter! Great condition, captain maintained. Seriously for sale. Contact Jeff Stanley.

66' GRAND ALASKAN FLUSH DECK 2005

Built for extended cruising in this Seattle location, this motor yacht has walk around decks, bridge w/hardtop, enclosure & sky bar, on-deck Day Head, open galley up, 4 staterooms. Unique. $1,395,000. Call Wayne Cannava, Central Agent.

68' REAL SHIPS EXPEDITION LRC 2004

Sturdy, bulbous bow, twin engine traveler has 20' center-console that fits in cradle on bow. 3 stateroom & 3 head Cherrywood interior is well done & equipped with quality gear including ASEA shorepower conversion. 4700 gal. fuel capacity. Asking $1,099,999. Joe Majcherek, Central Agent.

60' BERTRAM CONVERTIBLE 2000

Merritt customized when new with teak package + Bausch tower. CAT 3412s allow 30 knot cruise. Light blue hull, teardrop windows, gloss maple interior with double berth VIP, loaded with gear and ready to travel. Call Eddie Wimbrow, Central Agent.

66' NEPTUNUS SKYLOUNGE MOTORYACHT 2005

Unbelievably spacious, huge master cabin, galley forward on main deck offers gorgeous view, C-30 CATs, speeds up to 30 knots. Impeccable condition, extensively equipped, lovingly cared for. Reduced by $400,000. Call Jeff Stanley, Central Agent.

63' HATTERAS MOTOR YACHT 2003

CAT 3412s with 1200 hours, great electronics. Three stateroom/three head layout. Satin Makore interior. Professional care since new. Annual maintenance completed – survey ready. Owner will consider real estate trades! Contact John Noone, Central Agent.

63' VIKING EXTENDED AFT DECK MY 1990

4 cabins, queen VIP, 1271 Detroit mains, under 200 hrs since major overhaul, benefited by from owner's constant maintenance and cosmetic upkeep, new enclosure and exterior cushions. Offers encouraged. Price reduced. Call John Noone, Central Agent.

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"PRINCESS JULES" 88' 2005 FERRETTI FLYBRIDGE MOTORYACHT

Docked undercover for most of her life, this 880 model Ferretti shows even younger than she is! Beautiful cherry interior with expansive salon and four staterooms (two with Pullmans) to accommodate ten people. Crew accommodations for 4 in two cabins with ensuite heads. Twin 2000hp 16V2000 MTU's with less than 500 original hours provide speeds up to 30 knots. A teak beach hydraulically folds down at the transom to reveal jet ski storage and very convenient access to the water. Options abound including a flybridge Jacuzzi, waste treatment plant, Bimini top with enclosure, etc. Dramatically reduced price indicates seller's desire for a quick sale.

Contact Central Agent Jeff Stanley, Cell 954-249-0360 www.jeffstanleyyachtbroker.com

"MINDY" 80' 2006 CUSTOM CHEOY LEE COCKPIT ENCLOSED BRIDGE

Without a doubt, the nicest Cheoy Lee that I have had the pleasure to represent. She was custom built for her present original owners and has proven to be a comfortable seaworthy cruising motoryacht and the ability – with her fishing cockpit – to satisfy a true angler. Powered by T/1550 hp CATS that provide a 20 knot cruise. Traditional sapele mahogany interior, enclosed bridge/skylounge, seakindly Fexus hull design, (5) stateroom layout, day head, on deck country kitchen style galley w/dining and forward viewing windows, stabilizers w/upgraded Datum Control, hydraulic bow & stern thruster, always Captain maintained, excellent family yacht.

MINDY will be displayed at Gilman Yachts face dock Hall of Fame or Contact Wayne S. Cannava 954-646-5099. Motivated Seller.

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Specifications

Beam	26' 0"	
Draft	6' 6"	
Fuel Capacity	9,900	gal
Range @ 12 kts	3,400	miles

Bow & Stern Thrusters
50 / 60 Cycle Converters
5 Owner / Guest Staterooms
Engines: T /12V4000 MTUs / 2735 hp

It all started with the desire to own the Best Trumpy, then Burger, Hatteras and now Westport. Without a doubt, *Dreamdancer's* classic, timeless styling, superb engineering, ability to cruise the Bahamian and east coast ports, her favorable draft and desirable cruise speed (20 knots), make this a "practice makes perfect yacht". Continuously maintained to perfection with **mentionable May 2011 upgrades** featuring designer interior, audio/ video system, full HDTV's, HD Direct TV, Kaleidescape, Blu-Ray, Apple TV, full Crestron Control, high-speed wireless internet throughout, V-Sat and 3G/4G router. *Dreamdancer* is a standout amongst her (and I use this term lightly) competition. A must see if you are contemplating the purchase of a quality, late model Tri-Deck Motoryacht.

For complete details, contact Central Agent, Wayne S. Cannava. *Dreamdancer* will be proudly displayed at Gilman Yacht Sales, Hall of Fame north face dock.

Wayne S. Cannava

Cell: 954.646.5099 • email: Wayne@GilmanYachts.com

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157' Christensen
12 guests in 6 staterooms
11 Professional Crew
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To discover more about the *Lady Joy* please visit us at www.myladyjoy.com

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FEATURED BROKERAGE

AZIMUT 75 MY 2008
T-MAN V12 1360HP. HARDTOP, BRIDGE CRANE. 4 SRS + CREW, CUSTOMIZED. LOCATED IN THE NORTHEAST, US. ASKING $3,275,000. STK #97045. **LISTING AGENT: MICHAEL LENNON 631-988-2894 MOBILE.**

AZIMUT 116 MOTOR YACHT 2008
TWIN MTU 16V 2000S 2400 HP. NAVY BLUE HULL, ON DECK MASTER, HEAVILY CUSTOMIZED AND LOCATED IN THE NORTHEAST. STOCK #95760. **LISTING AGENT: MICHAEL LENNON 631-988-2894 MOBILE.**

AZIMUT 62 FLY 2004
910HP MTUS. EXCELLENT CONDITION, BOW AND STERN THRUSTERS, BRIDGE CRANE, TENDER WITH FREEDOM LIFT . LOADED. ASKING $895,000 STOCK #99039, **LISTING BROKER MICHAEL LENNON**

AZIMUT 55 FLY BRIDGE 2004
T-C12 CATS, 710 HP, BRIDGE CRANE & TENDER. WELL MAINTAINED/EQUIPPED W/UPDATES. IN THE NORTH-EAST, US. ASK $735K, STK #96308. **LISTING AGENT MICHAEL LENNON 631-988-2894 MOBILE.**

AZIMUT 47 FLY BRIDGE 2008
TWIN C9 CATS 575HP. WHITE HULL, THREE STATEROOMS, TWO HEADS, FULL BIMINI TOP, GANGWAY, DSS, CREW CABIN, THREE E120S. LOCATED IN THE NORTHEAST, US. ASKING: $699,000. **LISTING AGENT PAUL MAHONEY 516-458-6754.**

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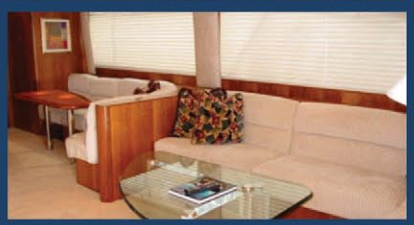

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Bon Viviant | 2004 72' Riva
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AGHASSI

44.2m (145') Christensen 2002

Aghassi (formerly Primadonna) is a custom built Christensen with the vessel's sophisticated exterior design and engineering package also by Christensen. Aghassi has a GRP hull and superstructure with a beam of 8.38m (27.5ft) and a 1.98m (6.5ft) draft. Aghassi is built to comply to MCA and ABS standards. The vessel's cruising speed is 18 knots, max speed of 20 knots and a range of 4000 nm from her 45,420-liter (12,000-gallon) fuel tanks. Aghassi is equipped with all the latest satellite communications and navigational equipment. Five extravagant staterooms accommodate up to ten guests in true Christensen tradition. The full-beam, on-deck master stateroom includes a walk-around king bed, features a separate private office, and his/her bathrooms with an oversized walk-through shower. Two equal queen guest staterooms and two equal twin guest staterooms are located below deck. Two notable features include a skylounge that converts to a surround sound cinema area with an extra large plasma screen TV and the custom 10ft (3.04m) swim platform. Aghassi features two Novurania tenders, snorkel and dive gear, fishing gear, waters skis, waverunners, inflatable towables and a ten-person Jacuzzi. **Central Agent Jeffery Ferguson (954) 501-8000.**

Photos by Warren McLelland and Martin Fine

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Ocean Alexander 120 • 135 • 155 by Christensen

ODISEA
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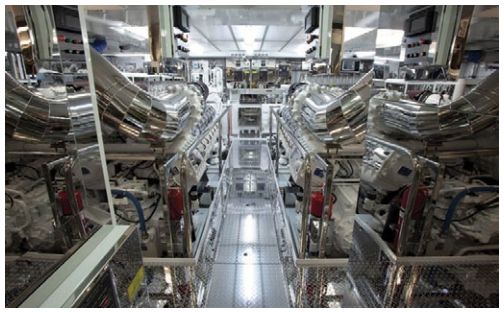
REMEMBER WHEN

49.39m (162') Christensen 2011

This luxurious motor yacht is the first of her kind to be equipped with an integrated dynamic positioning system (DP) allowing the yacht to automatically maintain its position by using its own propellers and thrusters in any current or wind condition. Equipped with the latest navigational gear, including forward facing sonars. Powered by twin MTU 1,770hp engines enabling a max speed of 17 knots, a cruising speed of 14 knots and a 4,000 nm range. She is built to ABS class and is MCA certified unlimited cruising. Accommodating 12-16 guests in 6 magnificent en-suite staterooms. The full beam owner's stateroom is located on the main deck and the full beam VIP on the lower deck, both with king sized beds. There are two additional king sized bed staterooms on the lower deck and two suites with both double and single beds. Other notable features include the helipad, four-deck elevator, under floor heating in the marble bathrooms and air conditioning throughout the exterior decks. REMEMBER WHEN is John Rosatti's most recent launch and 2nd new yacht built by Christensen. A larger 3rd build by Christensen is under development. **Central Agent Jeffery Ferguson (954) 501-8000.**



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Ocean Alexander 120 • 135 • 155 by Christensen

VICTORIA DEL MAR 121'0" (36.9 m) 2001/2008 MOONEN

RUSALKA 118'0" (36.0 m) 1994/2004 CHRISTENSEN

CINQUE STAR 116' (35.4 m) 2010/2011 AZIMUT

MOON RIVER 101'0" (30.8 m) 1997/2009 PALMER JOHNSON

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150 RICHMOND TRI-DECK MOTORYACHT 2010

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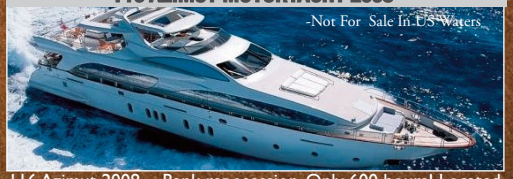
116 CRESCENT BEACH MY 1995/2010

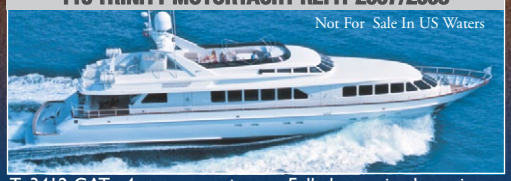
Interior fully upgraded in 2010. Stabilizers, bow thruster, extensive electronics package. Contact Andrey Shestakov

116 AZIMUT MOTORYACHT 2008



116 Azimut 2008 - Bank reposession. Only 600 hours! Located in Italy. Contact Joe Marino

115 TRINITY MOTORYACHT REFIT 2007/2008



T- 3412 CATs, 4 stateroom + crew. Full electronics. Jacuzzi on flybridge. Ideal for personal use or charter. Mack Carroll

108 HARGRAVE MY 2006

Twin C32 CATs, Immaculate condition. New to market! Seriously for sale. Contact Andrey Shestakov

108 SAN LORENZO MY 2007

Beautiful contemporary oak interior. Twin MTUs. On-deck guest cabin/media room. Contact CA Joe Marino.

100 HORIZON MY 1997

She gives the illusion of a much larger vessel, split level floor plan and full beam master. 4 SR plus crew. Contact CA, Joe Marino.

90 FALCON MOTORYACHT 2010

MTU 16v2000s. 4 cabins for guests plus crew. Under warranty. Smaller trades considered. Contact Joe Marino

82 HORIZON 2001

Twin 3412 CATs. 4 staterooms, full beam master, crew for 2. Many custom upgrades. Contact Trevor Carroll or Joe Marino.

82 SAN LORENZO MY 1994

Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson.

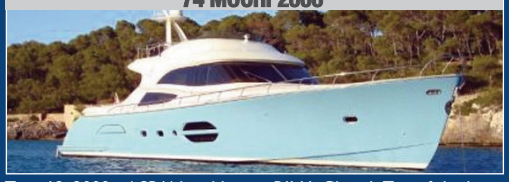
80 POSILLIPO 2001

Twin 3412 CATs, low hours. 4 stateroom plus crew, captain maintained. Extremely clean, like-new. Contact Gregg Silver.

76 LAZZARA 1995

Twin 1150 MTUs. 5 staterooms. Refit 2002 incl. repowering, gens, bow thruster, A/C. Better than new! Contact CA Chris Carroll.

74 MOCHI 2006



Twin 12v2000s. 4 SR/4 head layout. RINA Class A. Top of the line in luxury & performance. Contact CA, Trevor Carroll.

74 VIKING ENCLOSED BRIDGE 2005

T-2000 hp MTUs. New upgrades include Hydro outriggers, KVH SAT TV, teak deck, Blue Water chair. Contact CA, Ed Biggie.

72 RAYBURN 2005

T-1050 hp MANs, 3 Stateroom + crew, open galley, maintained w/ open checkbook. Contact CA Joe Marino

65 PACIFIC MARINER 2005

One owner vessel. 1,000 hrs. on MTUs. Well maintained. Located in Long Beach, CA. Contact Chris Carroll.

56 SUNNY BRIGGS 2007

Best equipped 56 to ever leave the Outer Banks! Custom built Carolina SF. Contact Trevor Carroll.

54 SEA RAY SUNDANCER 2000

CATs, hard top, hydraulic platform. Spotless; one owner vessel. Contact CA Randy Kires

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108 SUNSEEKER PREDATOR 2008

Triple 2000 hp MTUs, 4 SR + crew. Complete refit 2008. Black hull, silver superstructure. Contact Rick Obey

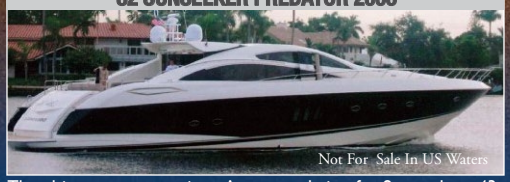
94 SUNSEEKER YACHT 2003

4 S/R's + crew. Jacuzzi on f/b. SAT TV & phone. Bow & stern thruster. Captain maintained. New teak decks & int. décor. Call C.A. Joe Marino

88 SUNSEEKER YACHT 2012

Twin CAT 32s. Spacious 4 stateroom plus fully equipped crw quarters. Gorgeous! Contact Bryan Carter,

82 SUNSEEKER PREDATOR 2006



The ultimate sports cruiser. Accommodation for 8, speeds to 43 kts. Shallow draft with Arneson drives. Herb Bopp

80 AZIMUT CARAT 2005

Twin C-30 CATs. Loaded – Atlas, KVHTV, SAT phone. Located in Southern Italy. Contact Joe Marino

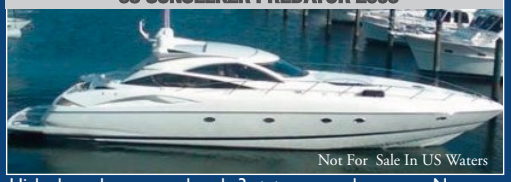
75 RIVA VENERE 2005

Twin MTUs w/ low hrs. Excellent condition. VAT paid. Available for charter. Contact Mark Meyer.

74 SUNSEEKER PREDATOR 2012

Twin 1550 hp MANs. 3 staterooms w/ ensuite heads plus crew. Sport bridge, teak side decks. Contact Rick Obey.

68 SUNSEEKER PREDATOR 2003

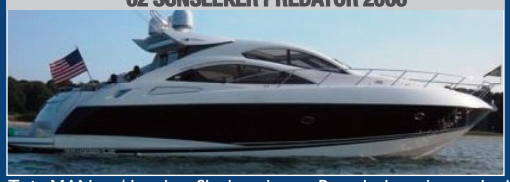


High gloss cherry woodwork. 3 staterooms plus crew. Numerous upgrades and updates. Maintained w/ open checkbook. Rick Obey

65 PRINCESS MOTORYACHT 2002

Twin 1050 MANs. 4 stateroom. US or European electric. Excellent condition. No expenses spared. Contact CA Trevor Carroll.

62 SUNSEEKER PREDATOR 2006

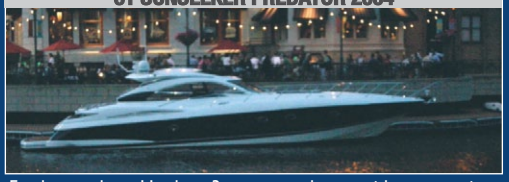


Twin MANs w/ low hrs. Sleek and sexy; Best deal on the market! Captain maintained with open checkbook. Call CA Rick Obey.

61 VIKING SPORT CRUISER 2005

T-800 hp CATs w/ warranties until 2012. 3 SR + 3 head layout w/ dark cherry interior. Gorgeous! Contact CA Dennis Rhodes

61 SUNSEEKER PREDATOR 2004



Freshwater kept. Hardtop, 3 stateroom layout with many options. Ready for next owner! Contact CA Rick Obey.

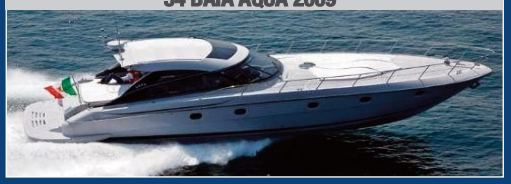
60 SUNSEEKER MANHATTAN 2011

Twin 1000 hp MANs, 3 SR+crew. Beautiful cherry gloss interior. Bimini top on flybridge. Contact CA Rick Obey.

55 SUNSEEKER PREDATOR 2005

Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Motivated Seller. Contact CA Herb Bopp.

54 BAJA AQUA 2009



Practically new! Awesome Performance - 50 Kts Max, 43 Kts cruise w/1100 MANs .White hull, loaded.Contact CA Mark Meyer.

52 SUNSEEKER MANHATTAN 2012

Twin 800 hp MANs, 3 stateroom plus crew aft. Hydraulically submersible stern platform. Contact Rick Obey

48 SUNSEEKER PORTIFINO 2012

48 Sunseeker Portofino 2012 – Twin Volvo IPs. Sleek profile, black hull, well designed interior. Loaded! Contact CA Rick Obey.

43 BAJA ONE 2007

The only one with Arneson Drives available in US. 480 Yanmars reach over 40 kts. Contact Joe Marino or Mark Meyer.

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106' PRESIDENT MY 2008

This 2008 President 106' Tri-Deck Motoryacht sets the trend for larger fiberglass yachts being built with extremely high quality and craftsmanship. "D-FENCE" boasts a 24' beam with walk around decks. In addition, her lightweight construction enables her to cruise at displacement or planing speeds. This pedigree yacht is fully equipped with state of-the-art electronics, machinery and equipment. This Tri-Deck Motoryacht is ready to cruise. Her innovative design and spacious layout sets a new standard for mid-sized Tri-Deck Motoryachts in her class. Trades considered. *Not for sale or charter to U.S. residents while in U.S. waters.

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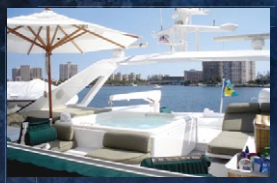
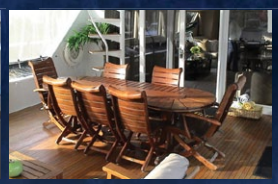


"Claire" 115' Broward Motoryacht

"Claire" represents the finest example of Browards 24' beam raised pilothouse Motoryacht. Accommodates 8 guest in 4 luxurious staterooms, country style open galley w/center island and spacious settee. Salon features oversized windows for unobstructed views, formal dining for 8 persons, Spacious aft deck w/wet bar, flat screen TV, dining and seating for 8. Spiral stairway access to flybridge, Flybridge features a 4 person therapeutic Jacuzzi, wet bar, sun lounges and alfresco dining area. "Claire" is in pristine condition and the owner has spared no expense keeping this yacht updated & in top yacht condition. Priced for immediate sale.

"Hide Out" 112' Westport MY 2007

This wide-beam four stateroom Motoryacht is fully equipped with the latest technology in both entertainment and navionics systems. Her interior is finished in warm cherry wood, Italian marbles and polished granite. "HIDE OUT" has a wonderful layout providing plenty of space for entertaining and dining in several different environments including a spacious aft deck, flybridge bar and sun lounge. The 16V2000 series engines provide "HIDE OUT" the capabilities to achieve speeds of up to 24 knots. This shallow draft Westport Motoryacht is one of the most comfortable & quiet running yachts in her class.



"Island Time" 105' Broward MY

Extensive refit in 2006. Accommodations for 6 guests & 4 crew, spacious aft deck for lounging and alfresco dining. Sophisticated contemporary interior, country style galley with custom granite & stainless steel appliances. A/C Lazarette with dive gear, dive compressor, freezers, commercial ice machine, etc. Aft deck flat screen TV, spiral stairway to flybridge, sun lounge with Jacuzzi, flybridge flat screen TV, all the toys! Updated pilot house electronics including underwater camera system and underwater lights. A must see! Seller will consider aircraft trade. *Not for sale or charter to U.S. residents while in U.S. waters.

"Krishelle" 95' Intermarine MY 2001

Features include popular DDEC 12V2000 engines, twin 45 KW Northern Lights gen sets, full walk around decks, spacious flybridge with wet bar, sunning areas and dining settee. Spacious aft deck is complete with wet bar and TV. A "Country style" kitchen with open galley has roomy wrap around seating. Accommodations for six in three staterooms. Built to ABS Classification and currently is in class. "KRISHELLE" is set apart from the rest in quality, design, equipment, anigre joinery, interior decor and over all condition. A must see for anyone looking for the perfect Motoryacht in the 100' range! Trades considered.

Contact Clifford Allenby

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Tom George Yacht Group

"Stop the Press" 106' Lazzara Motor Yacht, 2003

5 SR, 5 heads, 2 crew qtrs, twin MTU16V2000/1800HP, low hours, new paint 2007, Crestron AV, marble and granite throughout. New tender, 2 Sea Doos. Located at Pier 66, Fort Lauderdale, FL

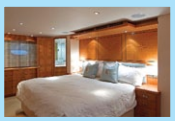
$5,250,000

"Carolina Dreamin" 84' Sunseeker Manhattan, 2000

4 SR, 3 heads, 2 crew berths, Twin Cat 3412/1400HP, hydraulic swim platform with tender, bow thruster, Flag Blue Hull, updated AV flat screens. Located Tampa, FL

$1,895,000

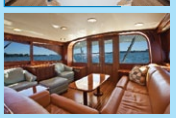
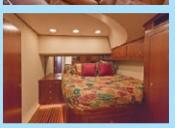
77' Hatteras CV 2008



4 SR plus crew qtrs, 5 heads, twin MTU 2400hp Common Rails, Cherry wood, granite & marble throughout. Teak cockpit, Hydraulic rigger's & high end electronics package. Located West Palm Beach, FL

New to the Market

61' Garlington SF CV, 2000

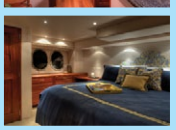



Fort Lauderdale Boat Show - Oct 27 thru Oct 31st

3 SR, 2 heads, twin MAN/1200hp, 1500 hrs SMOH, pristine condition w/pastel yellow hull, African Makore throughout, "One Owner Only" Located in Naples, FL

$1,195,000

"Traveller" 60' Hatteras MY, 2009



Fort Lauderdale Boat Show - Oct 27 thru Oct 31st

3 SR, 2 heads, twin Cat C-18/1000hp, 250 hrs, CAT Ext Warranty, Custom Hardtop with Bridge Air , African Mahogany Int, Oversized Tender on Lift, Located in Fort Lauderdale, FL

$1,985,000

56' Neptunus Flybridge Sedan Cruiser 2002

Fort Lauderdale Boat Show - Oct 27 thru Oct 31st

3 SR, 2 heads, twin Cat 3406/800hp, new TNT lift, , updated electronics, new bottom paint , updated nav, security system 450k Refit, Ext flybridge, Located in Fort Lauderdale, FL.

$619,000

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"Tremulous Dream" 49' Gulfstar, 1984

$219,000

"Our Trade" 48' Sea Ray Sundancer, 2008

$619,000

"Fins" 48' Viking SF CV, 2005

$849,000

49' Spencer Custom Express, 2010

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"Sea Devil" 45' Sea Ray Express Bridge, 2001

$239,000

"Milk Money" 45' Carver Voyager, 2000

$269,000

"Georgia Peach" 40' Sea Ray MY, 2006

$269,000

"Mr. Casey" 39' Tiara, 2006

$430,000

38' Edge Water CC, 2011

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340 Sea Ray Sundancer , 2008

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The Manhattan 73 is defined by its ingenious use of space. The vessel enjoys increased volume not just by length but courtesy of the broad beam that's carried lower in the hull. This enables a third full-size double stateroom on the lower deck, plus plenty more headroom throughout.The main saloon is now also on one single, sweep-through level, providing a vast entertainment space.

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Versatility in all departments is what best characterises the Manhattan 53. Spacious entertaining and socialising areas to suit all moods, powerful twin diesels for thrilling drives or extended cruising, accommodation options for crew or owner driver, as well as the customary Sunseeker range of exquisite furnishing and finish options. This craft offers luxury motoryacht qualities and performance normally associated with larger vessels.

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Twin MTU 2,650HP diesel engines, highest specification and beautifull finishes, Navy blue hull, 5 ensuite cabins, offered for limited time, must be viewed.

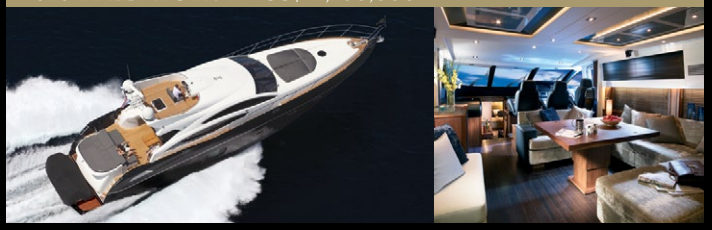
2010 80 YACHT - US$ 4,695,000

The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout

2004 75 YACHT – US$ 2,300,000

Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 – US$ 4,100,000

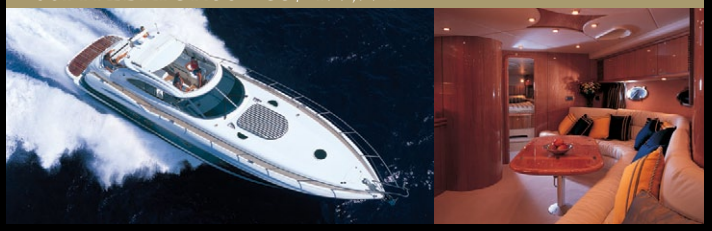


Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

2005 PREDATOR 68 – US$ 1,395,000

Twin 1300 hp MAN engines, Black hull with cream top sides, aft deck doors, Cherry satin wood, superb maintenance. Excellent performance with awesome lines.

2001 PREDATOR 56 – US$ 499,994



Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

2009 PREDATOR 52 – US$ 1,199,000

Twin 800 hp MAN diesel engines, black hull, custom lighting throughout. Cherry satin wood, 3 cabins, crew cabin. Superb condition and captain maintained.

2005 SUPERHAWK 48 - US$ 269,000

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Asking price: US $7,900,000
HIDE OUT 34.14m/112', Westport, 2007*
WALTER SEA ☎ +1 954 524 4250 ✉ ws@ftl.cnyachts.com

Asking price: US $3,900,000
LADY A 33.83 m/110', Intermarine Savannah, 1998*
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Asking price: US $4,999,000
KATHLEEN M 28.04m/92', Rayburn, 2007
WALTER SEA ☎ +1 954 524 4250 ✉ ws@ftl.cnyachts.com

Asking price: Price Upon Request **M SIXTY FIVE** 25m/82', Mangusta HardTop, 2006
MICHAEL HARTMAN ☎ +1 954 524 4250 ✉ mh@ftl.cnyachts.com
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116' (35m) Burger RPH M/Y 2005

Beautiful woodwork and granite detail throughout. Low hours on C-32 Cats w/ transferrable warranty. Four ensuite staterooms plus separate crew quarters. Mega-yacht systems impeccably maintained. Recent $2.1 Million dollar price reduction. See in Ft. Lauderdale. Central Agent.

107' (32m) Burger RPH M/Y 1998

Wide beam, large volume yacht with four stateroom layout plus generous crew quarters. Low hours on 16V2000 MTU's. Natural cherry woodwork throughout. One of Burger's finest and most versatile hull designs. Long range capable. New pricing incentives in place. Central Agent.

105' (32m) Flush Deck Poole Chaffee M/Y 1976

CLARISSA is in Athens, Greece. Ready to cruise. U.S. built. Strong. Long range. 24' 7" beam. Four ensuites plus crew. Three salons. Huge sundeck. Stabilized, etc. Will send photos, plans, details. Price drop to Euro 780,000. Co-Central Agent.

104' (32m) Cheoy Lee Tri-Deck M/Y 1989

Five staterooms plus crew. Master on deck. Euro stern. Open and enclosed aft decks and skylounges. Day head. Galley up. Teak interior. Gleaming Awlgrip. All in fine condition. Located Ft. Lauderdale, FL. Central Agent. *"Not for sale to U.S. Residents while in U.S. waters."*

91' (28m) Burger RPH M/Y 1994

New to market. Super quiet yacht with long range and solid performance. Three staterooms plus separate crew. Stunning woodwork. Country kitchen. Immaculate condition. Fully updated electronics, appliances and soft goods. Located Ft. Lauderdale, FL. Central Agent.

100' (30m) Burger RPH M/Y 1996

Fresh inside and out and seriously for sale. Butternut woodwork throughout with three ensuite staterooms and separate crew quarters. 3412 Cat engines and all systems for world cruising. Don't miss a great opportunity. Co-central agent.

80' (24m) Burger Cockpit M/Y 1974

Beautifully updated to a higher standard than new. Three double staterooms plus crew. Fabulous aft deck and flybridge entertainment areas. Stand-up engine room shows meticulous care. Lots of room for toys on top with low profile davit to launch them. Located south Florida. Central Agent.

93' (28m) Burger RPH M/Y 1975

Long range Hargrave design. Twin CAT diesels. Beautiful condition. Stellar ownership history. Three double ensuite staterooms. Tub in master head. Generous crew quarters. Walk-in engine room. ***Must be sold! Daily price reductions now underway!*** Ft. Lauderdale. Central Agent.

68' (21m) Burger FB M/Y 1980

Extremely spacious yacht in superb condition. Teak transom. Teak interior. On-deck galley and powder room. Recent engine rebuilds; extensive electrical updating; new tender and crane. Three staterooms plus separate crew. Located south Florida. Central Agent.

64' (20m) Burger FB Cruiser 1975

Venerable S&S design. Low hour DD 871Ti's. Bow thruster. Teak interior. Burger designed and built flybridge. Open aft deck with built-in dining and wet bar. Three double staterooms. Nicely suited for owner operation. Beautifully maintained. Located south Florida. Central Agent.

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BRAVO 103' COCKPIT MOTORYACHT WITH ENCLOSED PILOTHOUSE - Latest build in this model. Beautiful high gloss teak interior, on deck master, 3 guest cabins, 2 in crew with lounge, C-32 ACERTS, twin 55 kW gen sets. Contact Marty Isenberg 954-448-0561.

BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master , 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. $4,395,000. Contact Marty Isenberg 954-448-0561

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CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now in South Florida. Contact Marty Isenberg 954-448-0561.

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120' ZENITH	$75,000	12 Guests
112' ALICIA	$49,500	8 Guests
112' NINA LU	$49,500	8 Guests
110' INTREPID	$39,500	6 Guests
106' GALILEE	$32,000	10 Guests
106' LOOSE ENDS	$32,000	8 Guests
106' SECRET SPOT	$47,000	8 Guests
103' DIAMOND GIRL	$47,000	8 Guests
102' BANYAN	$29,900	6 Guests
100' TURNIN' LEFT	$29,500	9 Guests
97' GIGI	$43,500	8 Guests
85' ANDIAMO	$27,500	6 Guests
85' CASTAWAY	$29,000	8 Guests
85' IMPETUOUS	$27,500	6 Guests
85' SEAS THE MOMENT	$37,500	8 Guests
84' CAPTIVATOR	$23,000	6 Guests
83' ALEXANDRA BEAR	$27,500	7 Guests
80' PF FLYER	$21,000	6 Guests
78' BELLA SOPHIA	$15,000	6 Guests
76' TEMPTATION	$19,500	6 Guests
76' TRES HERMANOS	$19,500	6 Guests
75' AVANTI	$18,000	8 Guests
75' SEA DANCER	$18,000	6 Guests
75' SHEER BLISS	$18,000	6 Guests
73' SARITA	$15,500	6 Guests
65' RED HEAD	$15,000	4 Guests
62' FELICIA	$26,500	4 Guests
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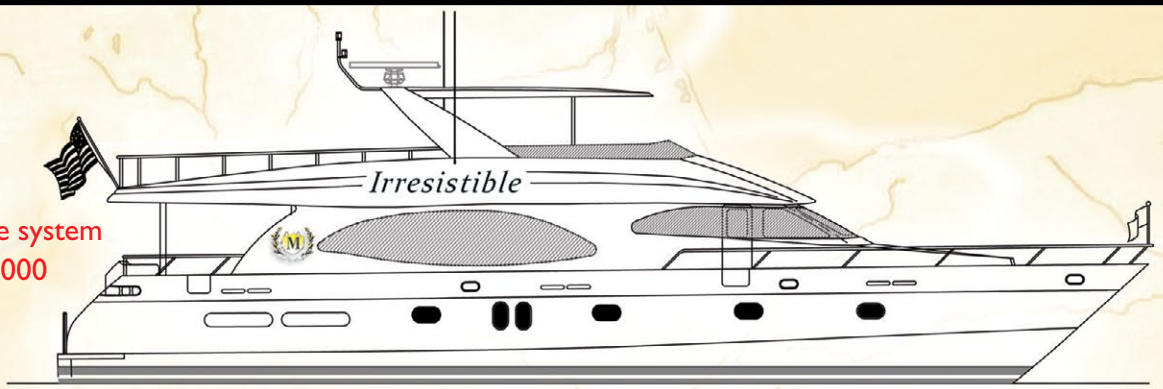

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NORDHAVN 55 ('05) "Honu Kai"

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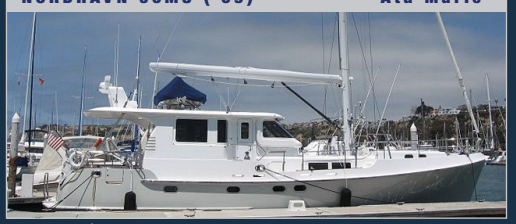
NORDHAVN 56MS ('09) "Ata Marie"



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NORDHAVN 47 ('04) "Acqua Dolce"

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Nordhavn 62	('93)	$799,000	Nordhavn 46	('94)	$428,000	Nordhavn 35	('01)	$329,000
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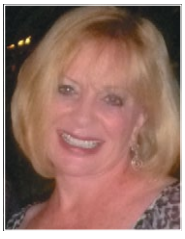

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Northcoast Yachts | 2011 model | Florida | USD 18,950,000

ASPEN ALTERNATIVE 120.00ft (36.58m)
Sovereign | 2002 | Florida | USD 5,500,000

CAROBELLE 100.00ft (30.47m)
Azimut | 2000 | Florida | USD 3,450,000

ZAKOUSKA 87.00ft (26.50m)
Warren Yachts | 2006 | Florida | USD 4,950,000

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{ MAKING WAVES }

X-CRAFT

Fast, sporty, and highly customizable, the new X-Craft 8.5 slides neatly between their two existing models.

RETURN TO ARTICLE

WAVEBOAT

Perfect for families or as an additional toy aboard larger yachts, this inventive craft attaches to a Yamaha Wave Runner in a few simple steps, turning your personal watercraft into fun for everyone.

RETURN TO ARTICLE

RESQLINK BEACON

No matter how safe modern yachts are, sometimes disaster strikes. This small device will help guard your life by transmitting your location to emergency satellites orbiting the earth and quickly relaying it to the nearest rescue service.

RETURN TO ARTICLE

EXCLUSIVE Z-MAG CONTENTS

YOGI

French designer Jean Guy Verges created a stylish zen interior and worked with Proteksan on the stylish exterior of this expedition-style yacht. Vversized windows and large aft pool with a glass skyllight looking down on the beach club below., give Yogi distinctive allure. Camper & Nicholsons' Fernando Nicholsons project managed the yacht, which is managed by Burgess.

RETURN TO ARTICLE

BARAKA

Baraka has a modern décor and an accommodations plan designed primarily to suit the owner's family. Each of the guest cabins has a king-size bed, and one of the starboard cabins is wheelchair accessible—as are many of the spaces throughout the yacht, including the elevator. The idea is to have an onboard lifestyle that all guests can enjoy, regardless of personal mobility needs.

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

1. Lighting on deck provides the perfect ambiance for intimate gatherings or festive cocktail receptions
2. The spacious and high-tech bridge is a captain's dream
3. Eclectic interior decor means that there is always something to catch the eye
4. All of the staterooms onboard are open, comfortable and fun

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

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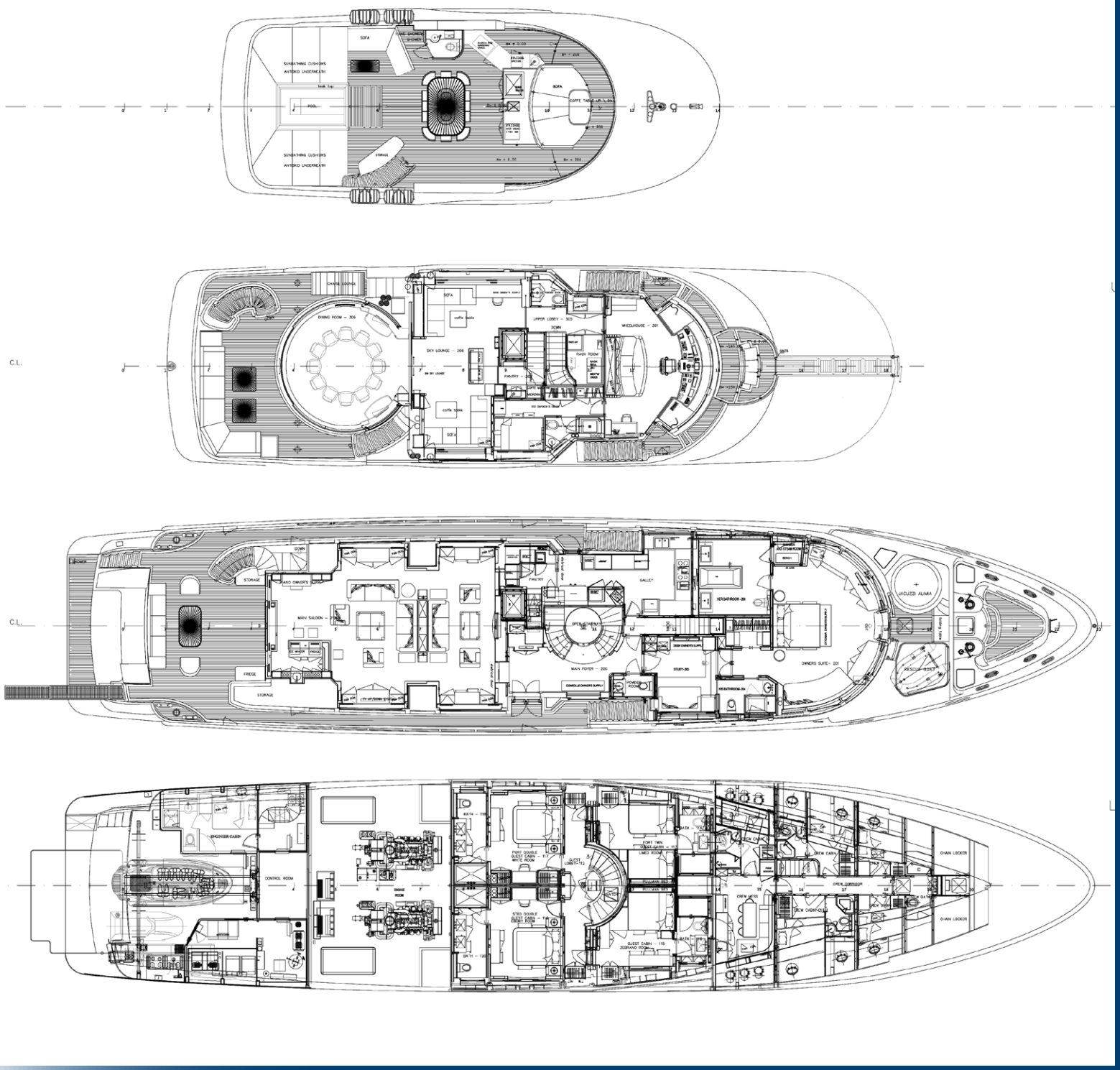
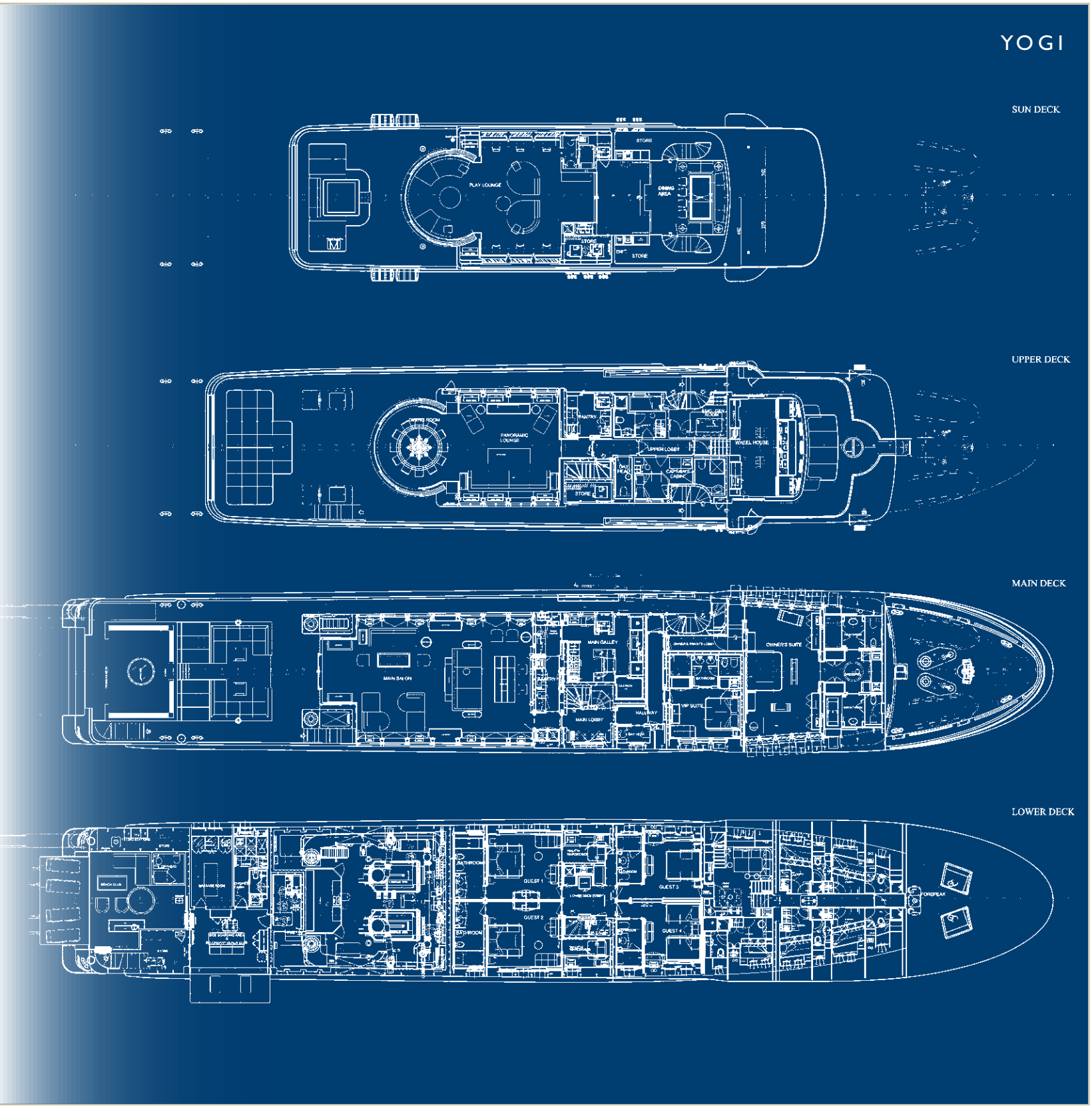
3. Eclectic interior decor means that there is always something to catch the eye
4. All of the staterooms onboard are open, comfortable and fun
5. The eclectic collection of chairs around the formal dining table follows the style of the rest of the ship

RETURN TO ARTICLE

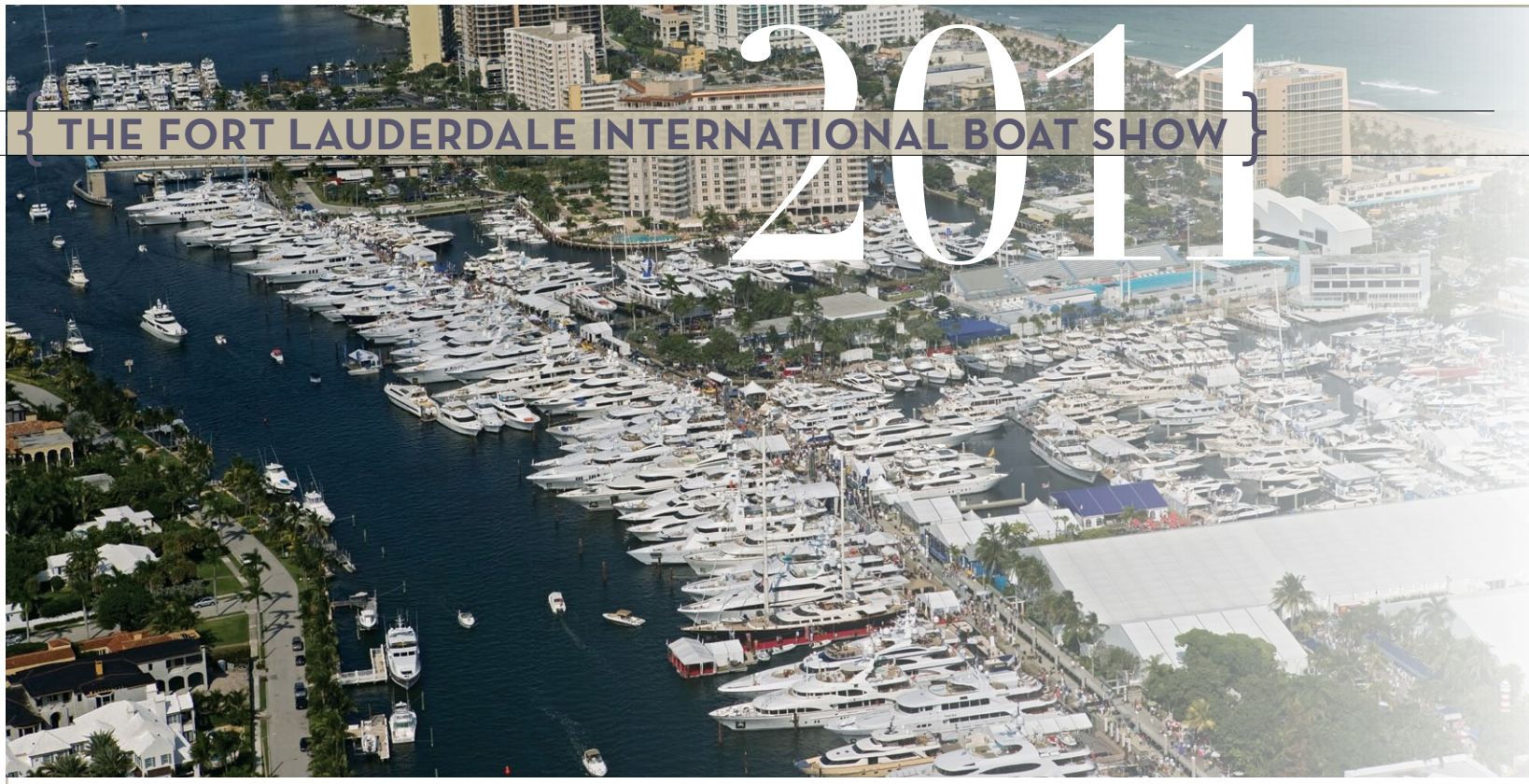
BENETTI TOLD U SO



PROTEKSAN-TURQUOISE



EXCLUSIVE WEB CONTENTS



THE FORT LAUDERDALE INTERNATIONAL BOAT SHOW 2011

LÜRSSEN NORTHERN STAR

A member of the Top 100, Northern Star is definitely worth a look. She has an understated yet elegant interior and all the amenities making sure she'll appeal to almost all guests. Northern Star is available for charter through Moran Yacht & Ship who provided the video seen here.

RETURN TO ARTICLE

AZIMUT 116

This yacht is part of the new Grande line from Azimut. A choice of fabrics and finishes helps customize the interior, and even the layout can be modified to suit the owner's specific requests. Sleek and sporty, the 116 tops out at 28 knots meaning you'll waste no time getting where you are going.

RETURN TO ARTICLE

SANLORENZO 104

Customizable interior design is just the beginning for the Sanlorenzo 104--the main and lower decks are also open to modifications. Two MTU 16V 2000 M93 engines give the yacht a top speed of 29 knots and a cruising speed of 25 knots.

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

FERRETTI CL 100

The yacht to be featured at the Fort Lauderdale International Boat Show features more than a couple of special owner requests. One, a sliding glass door in the main living area that opens onto a fold-down balcony, gives the already open space an airier feel. Powered by two MTU 16V 2000 M94 engines, the Ferretti CL 100 tops out at 27 knots and cruises at 24 knots.

RETURN TO ARTICLE

OVERMARINE MANGUSTA 92

Open and fun, this perfectly proportioned yacht offers owners a modern design and great uses of space both inside and out. Three staterooms sit on the lower deck and the yacht even includes a garage for water toys. With all this and a draft under four feet, cruising most waters becomes a breeze.

RETURN TO ARTICLE

RIVA DOMINO 86

One of the larger yachts in Riva's repertoire, the Domino 86 offers everything from a full-beam master suite to the large foredeck sunning area balance this sporty yacht. Powered by two MTU 16V 2000 M93 engines, this sleek yacht can reach speeds up to 38 knots and cruises at 34 knots.

RETURN TO ARTICLE

NUMARINE 78HT

This new design from Numarine blends interior and exterior spaces flawlessly. A large sunroof brings in light and, on a beautiful day, a cool breeze, allowing even the captain to enjoy a day cruising at sea. Powered by twin MAN V-12 engines with either 1,224 hp or 1,550 hp potential, this yacht could reach up to 38 knots.

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

NISI 2400

The NISI 2400 features unique styling. Built for long cruises, this 80-foot (24-meter) yacht includes five cabins for eight guests (with alternate layouts available), plenty of exterior spaces, a draft of just over three feet and a range of 1,500 nm at 9 knots. When you're in more of a hurry, though, the propulsion package can push this yacht up to 28 knots.

RETURN TO ARTICLE

AZIMUT MAGELLANO 50

Built for exploration, this 51-foot (15.6-meter) yacht comes fully loaded. The lower deck offers a customizable layout with either two or three cabins and an optional study. Also, the spacious and well-designed exterior spaces make this yacht feel larger than she is. Her classicly beautiful styling is sure to attract attention.

RETURN TO ARTICLE

PRESTIGE 500 FLY

Designed to take on even the roughest seas, this compact but stylish explorer ensures that guests enjoy their cruise in comfort. The generous exterior spaces offer options for both entertaining and privacy, and the large windows and sunroof on the main deck guarentee that no one misses a moment of the trip.

RETURN TO ARTICLE

WIDER 42

The brilliant use of space makes Wider a perfect choice for day cruising whether you're meandering along the Intracoastal or island-hopping in the Caribbean. A dining area and kitchen rise from the deck and the yacht can even carry a small tender or a personal water craft.

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

1. *Zaliv III*'s elegant profile easily hold attention
2. The spacious and high-tech bridge makes navigation a breeze
3. This fully equipped galley will make any chef feel at home
4. The master bathroom is sleek and the clean lines of the main living areas continue here
5. The outdoor spaces are designed to be easily used for either intimate relaxation or entertaining large parties

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

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RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

1-2. The spacious exterior salons and sunbathing offer retreats for guests

3. Each bedroom features a different color scheme and style that ties in with the art

4. Who says alfresco dining can't be elegant? Snowbird's beautiful wood table and colorful settings create the perfect atmosphere

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

1 and 5. The spacious exterior salons and sunbathing offer retreats for guests

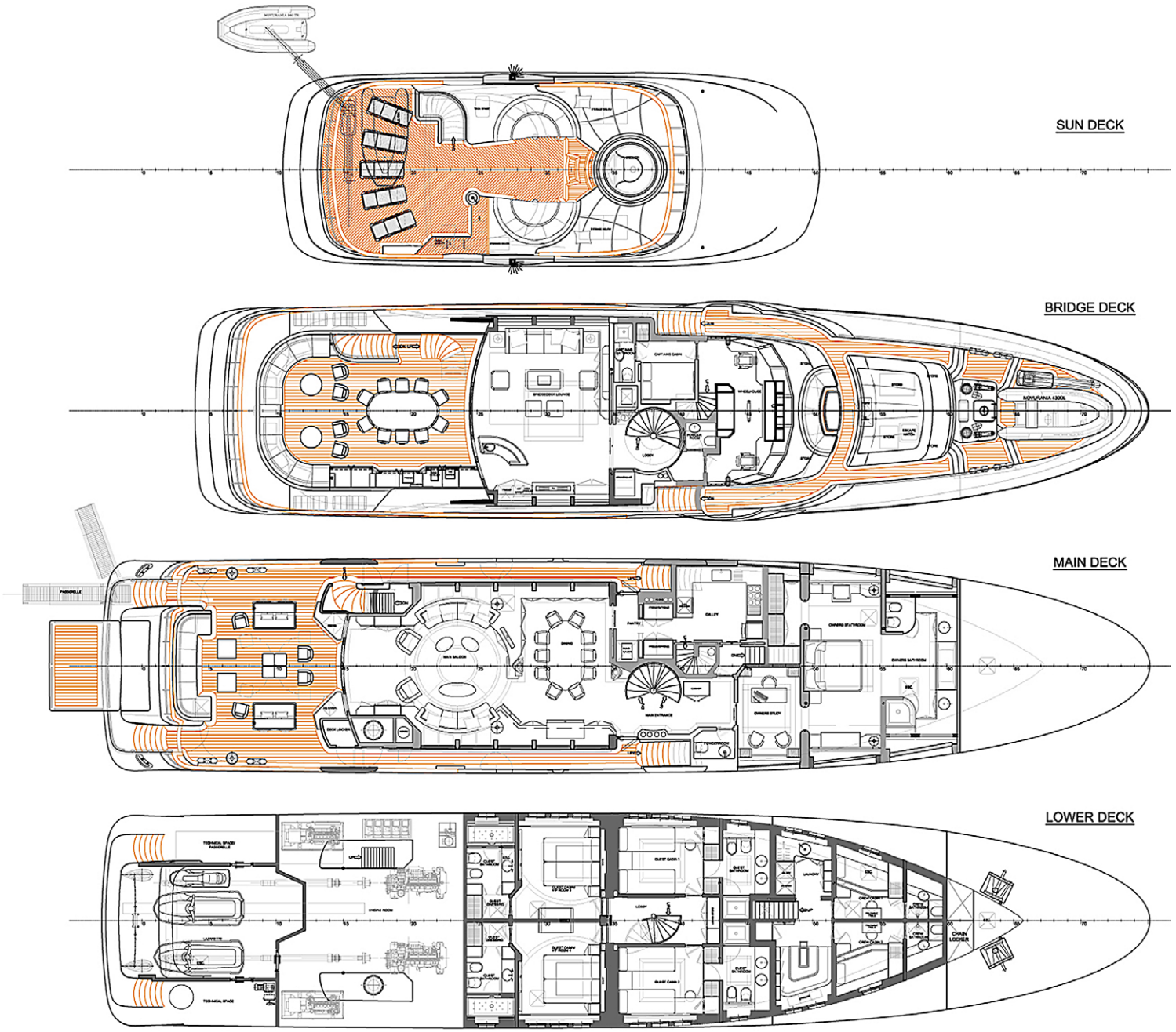
2. The main living space, accented with bright blue fabric and decorative pieces

3. Each bedroom features a different color scheme and style that ties in with the art

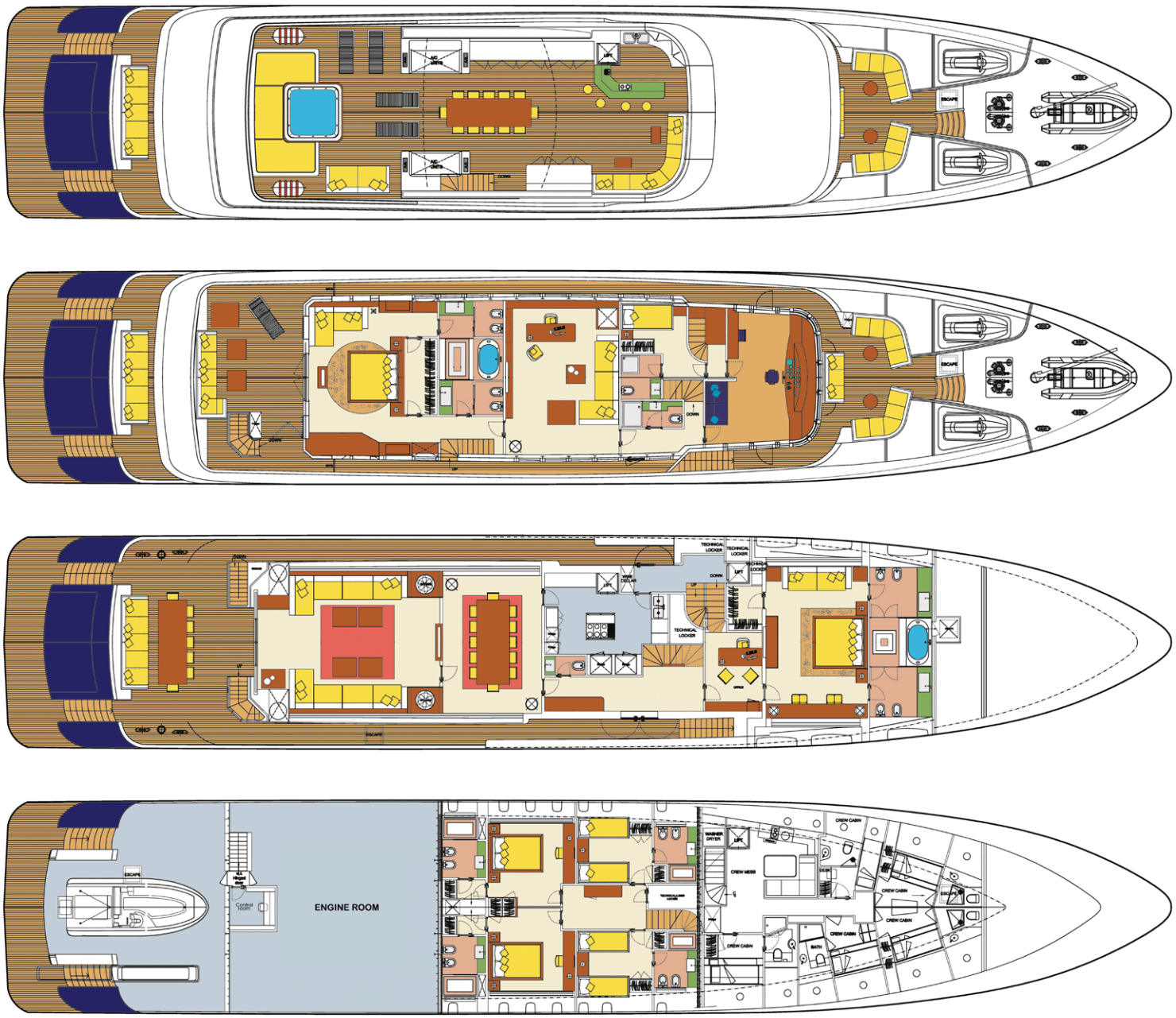
4. Who says alfresco dining can't be elegant? Snowbird's beautiful wood table and colorful settings create the perfect atmosphere

RETURN TO ARTICLE

HAKVOORT SNOWBIRD



MONDO MARINE **ZALIV III**



EXCLUSIVE Z-MAG CONTENTS

The Marquis 420 SC shows off her sporty, elegant style. With large windows throughout the main deck, owners will not miss any of the scenery.

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EXCLUSIVE Z-MAG CONTENTS

{ ITALY REPORT }

OVERMARINE

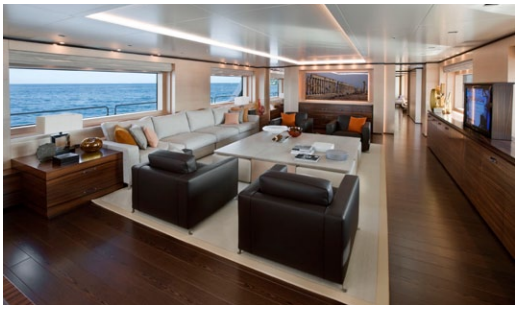
Based in Viareggio, a microcosm of the Italian yachting industry, is Overmarine, better known by the name of its ubiquitous flagship brand, Mangusta (Italian for mongoose). Why the name? It may help to know that another shipyard in town built boats under the brand Cobra. The mangoose is one of the rare animals on this planet that can tackle even the super-fast and deadly cobra.

RETURN TO ARTICLE

SANLORENZO

In addition to composite yachts, Sanlorenzo has an edgy line of aluminum yachts with a styling that literally threw away the mold. In 2007, Sanlorenzo reopened a facility in Viareggio for metal production and in 2008, opened Sanlorenzo of the Americas. The company at that point had its eyes peeled on the megayacht segment. The first Sanlorenzo 46 Steel, a full-displacement yacht, was presented last year in Monaco.

RETURN TO ARTICLE



PERSHING

Another of the Ferretti yards we had an opportunity to visit was Pershing. The timing of our visit coincided with a new launch. The company went through an important transition last year with the departure of founder Tilli Antonelli, and the management set up a formal press conference at the shipyard in Cattolica to present the newest born in the Pershing family, the Pershing 108.

RETURN TO ARTICLE

EXCLUSIVE Z-MAG CONTENTS

MOONEN

The shipyard, with facilities in Hertogenbosch and Groot-Ammers, recently launched the fourth Moonen 97, built on spec, which follows sisterships *Darsea*, *Sofia II* and *Livia*, all styled by René van der Velden with custom interiors by Dutch company Art-Line.

RETURN TO ARTICLE

VRIPACK

This lively and important design, naval architecture, engineering and brokerage firm celebrates its 50th anniversary this year. But it remains young at heart. The company equates quality as the sum of workmanship and enthusiasm. And when you step into Vripack's office, enthusiasm is in the air.

RETURN TO ARTICLE

ROYAL HUISMAN

The world-renowned sailing-yacht builder has three orders under way. The 161-foot *Spirit of Tradition* (Hull 388, 49 meters) and *Bugamena*, a 120-foot (37-meter) classic cutter-rigged sloop are both designed by Dykstra & Partners, while the 142-foot (43-meter) *Black Papillon* features a design by Germán Frers. *Spirit of Tradition* will be launched in 2011 and delivered in early 2012; *Bugamena*'s delivery is scheduled in 2012 and *Black Papillon* in 2013.

RETURN TO ARTICLE

VITTERS

This luxury sailboat builder always kept a slow, steady pace with very few yachts launched per year, and the economic downturn is not changing that cadence. In March, the 216-foot (66-meter) sloop *Aglaia*, the largest yacht built at Vitters to date, discreetly left the shipyard. In June it was the turn of the 138-foot (42-meter) *Sarissa*.

RETURN TO ARTICLE

EXCLUSIVE WEB CONTENTS

{ DESTINATION INDONESIA }

1. Whale Song at rest is dwarfed by the mountainous islands
2. Colorful boats ply the turquoise waters
3. Sightseeing on the islands is like a passage back through time
4. A young orangutan clings to a tree and its mother's arm

read us on NAVIONICS

Navionics, already known in the marine industry for its vector maps and multi-device sync capabilities, has added a new dimension to its mobile apps. Already users can get tips on restaurants, mooring, anchorage or hidden dangers, an idea already featured in several popular apps, such as Urbanspoon (restaurants) or Waze (traffic updates). Navionics' latest app update includes NewsStand, a feature that allows its subscribers to download articles from a selection of leading boating magazines. These articles, many of which will be geo-referenced, will pop up when users search for information on a particular topic or location, giving boaters additional resources and information to plan their trips. "What we've tried to do is build features that extend navigational tools beyond the boat while not duplicating what is already there," says Don Black, global vice president of sales and marketing. "Our belief was that our boating customer spent, if they're lucky, around 100 hours a year on the water and around 2,000 hours a year thinking about being on the water. We were looking to extend that marine adventure beyond the boat."

The Navionics app and the new NewsStand feature is available on both the Apple and Android platforms.

THE GUIDE

2011 FORT LAUDERDALE INTERNATIONAL BOAT SHOW

PUBLISHED BY YACHTS INTERNATIONAL

In the beginning, the now sprawling show was more of a home-grown gathering. It was a low-key start that would almost be forgotten in the glitz and glamour of the current show if not for records kept by newspaper articles and photographs (like the ones on this page), show programs and fondly held memories.

Posters from the early years advertise all that the boat show had to offer and highlight the continuous growth the event has experienced over the decades. But the boat show didn't only advertise on paper. Gondolas like the one pictured above gave added publicity to the affair and helped draw in locals.

FORT LAUDERDALE AND
THE FORT LAUDERDALE INTERNATIONAL BOAT SHOW

IN HISTORY

Fort Lauderdale celebrates its centennial this year, and for more than half of that century residents have enjoyed the Fort Lauderdale International Boat Show. Originally not nearly as large or as glamorous as the current incarnation, the boat show helped Fort Lauderdale develop from small-town beach resort to a thriving yachting center.

Incorporated in March of 1911, the town could only claim a few hundred residents (the exact count is debatable). At the time, one of the easternmost residences was the historic Stranahan House, built on the site of a trading post on the New River. Pioneers Frank and Ivy Stranahan, a postmaster and a schoolteacher, lived there on the edge of the river, which was at the heart of the area's agricultural economy. Traders collected local produce on the riverbanks, near what is now Las Olas Riverfront, and then shipped it elsewhere by train. In the 1920s, farming slowly gave way to tourism as the primary economic activity for Fort Lauderdale. Northerners escaping the vicious winters flocked down to the sunny shores and the real estate market boomed. But some things are too good to be true and with investors like Charles Ponzi (whose name still lives in infamy) spoiling the market, there was nowhere to go but down.

The market hit bottom in 1926, but the bad luck hadn't run out. In September of that year, one the most destructive hurricane ever to batter Florida hit, killing an estimated 300 people. The local government at the time had already looked at boating as a potential driver for growth, but these unexpected events stalled their efforts and boating remained an

afterthought for years.

Fort Lauderdale did, however, have an enviable location along the coast, attracting shipping and other interests. In 1928, Port Everglades was created, followed in the early 1930s by a Coast Guard station. The city managed to survive the Great Depression and attracted new residents, even as World Word II raged. In fact, WWII helped put Fort Lauderdale on the map with a bomber pilot training base (located where Fort Lauderdale-Hollywood International Airport now stands). Former service members who stayed helped grow the year-round population, and new residents arrived during and after the war. Developers dredged for fill to build up neighborhoods on the city's east side, but these canals were only as wide as the dredging equipment and most had fixed bridges at both ends; not exactly an ideal scenario for boaters. Indeed, the local government spent little on boating and dedicated the city's small marketing budget to advertisements in the pages of bridal magazines, recalls former Fort Lauderdale Mayor Robert O. Cox who arrived in Fort Lauderdale in the 1940s.

In 1948, he identified a former top-secret Navy torpedo research station as a potential site for a fuel dock (just off what is now the 17th Street Causeway). Now when you stand on top of the bridge, you get great views of the Fort Lauderdale Marina next to 15th Street Fisheries restaurant and the fuel dock, which is still in use, with the thriving boat traffic on the New River and the Fort Lauderdale skyline in the background. At the time, there was no such bridge, of course, and instead of city views, it was mangroves and trees as far as the eye could see. There were boats going through Fort Lauderdale, but few facilities to accommodate them.

The same year that Cox built his fuel dock, businessman Frank Denison founded Broward Marine, which would soon become the biggest employer in Broward County (where Fort Lauderdale is located) thanks to a Navy contract to build minesweepers (which were very useful post-war). In 1949, the Bahia Mar Yachting Center opened on the site of a former coast guard station, and it proved to be a boon for local tourism. It also provided a few slips for boats, and a group of business leaders, including Cox, became determined to jumpstart the local boating business.

Despite repeated attempts to organize a formal boat show, they did not succeed until 1959. And then, it was mostly a homegrown affair by a group of hungry boat dealers attempting to make some

Previous Page and Above: As the population expanded, so did the boat show. Sophisticated pavilions replaced the original circus-like tents, and after the first 10 years at Pier 66, the show relocated to Port Everglades. In 1976, Show Management took over and moved the event to Bahia Mar, where the show and its offerings slowly but surely expanded.

money. Fort Lauderdale was not exactly boomtown yet. In 1960, it only had about 84,000 residents. When the weather turned too hot and humid and hurricane season started, many left the city for milder weather up north. But Fort Lauderdale had acquired a reputation as a beach destination for college students. The 1960 movie "Where the Boys Are," starring Connie Francis, created a new image for Fort Lauderdale, that of a spring break haven (an image it would take years for Fort Lauderdale to shed). Coincidently, that year America's oldest motorboat builder, Chris-Craft, moved its headquarters to Broward County.

Despite considerable obstacles, the hometown boat show thrived and Fort Lauderdale's economy became slowly more rooted in boating. In 1966, developers expanded Bahia Mar with a 115-room hotel. By 1976 the Bahia Mar hotel and marina became home to the Fort Lauderdale International Boat Show.

Fort Lauderdale's population grew exponentially in the 1970s, helping to support a more sustainable economy. Meanwhile, boating was growing worldwide with a huge increase in fiberglass production motorboats. Several local refit shipyards, initially attracted by the ships traveling to and from Port Everglades, began servicing leisure boats, and Fort Lauderdale became known as a convenient service center.

By the mid-1980s, the show expanded to the north side of Bahia Mar, and the number of international visitors grew, as did international exhibitors. Fort Lauderdale was more determined than ever to turn its back on the annual spring break college invasion and grow more sophisticated. The business of boating and the increasingly luxurious yachts calling Fort Lauderdale home a few weeks every year became a very palatable source of revenue.

The institution of a luxury tax in the 1980s shook the budding industry to its foundation, and it was only after the tax was repealed that the Florida marine industry resumed its growth.

The 1990s were a momentous decade in many ways, with a drastic change in the size and number of yachts on display. The Fort Lauderdale International Boat Show earned the title of the world's biggest yacht show, thanks in part to the virtual stampede of international exhibitors that included some of the world's largest supyeryacht builders. It expanded again, adding the Greater Fort Lauderdale Convention Center and the Las Olas Municipal Marina (north of the famous Las Olas Boulevard), inaugurated in 1998.

The show thrived, weathering six recessions and numerous storms, including Hurricane Wilma, which tore through Fort Lauderdale in 2005. The hurricane literally blew much of Fort Lauderdale Beach across A1A, toppled trees and blew out windows, traffic lights and transformers all over town. The show took place anyway. As the boating industry faces perhaps one of its biggest challenges yet, it may be helpful to remember that there have been many trying times before, and each time the industry in general, and FLIBS in particular, has rebounded in stellar fashion. ■

STEAK 954

LAUDERDALE EATS

STORY **GRACE TROFA**

With 300 miles of natural and artificial waterways, Fort Lauderdale is a boater's paradise; an estimated 40,000 yachts are registered in this yachting community. Fort Lauderdale, considered the Yachting Capital of the World, also attracts a discerning seasonal crowd, starting with the boat show. All the yacht owners, captains and brokers that descend on the town, particularly in season, make for a tough crowd to please when it comes to dining well. Fort Lauderdale, however, has stepped up to the plate. Among the "cuisine oriented," this town is known as "Fork Lauderdale" for the wide choice of cuisine and the quality of the food available in this subtropical yachting mecca. Seafood fresh from the ocean and field-fresh fruit and vegetables work their magic in dishes infused with the flavors of Europe, Asia, Central and South America. Dining choices in the nearly 4,000 restaurants range from quaint bistro, to ethnic enclaves to bustling waterfront hotspots, spread out across town. And we owe a few of the town's favorites to yachtsmen and adventuresome chefs.

YOLO

YOLO management encourages the "You Only Live Once" (YOLO) mindset; the place is hot, and I'm not just talking about the fire pit. This restaurant/bar is a great spot to get into the social scene. Loosen up with the Martini Flight—two small portions of three of their specialty drinks. Try a Blood Orange Margarita, a Cucumber Cooler and Strawberry Caipirinha or the six shots presented in a Martini "tree." Next, order some of the homemade truffled potato chips sprinkled with blue cheese or the unusual twist on a favorite appetizer: calamari prepared with a sesame garlic chili sauce and topped with peanuts. It's easy to want to linger for dinner. The torches surrounding the outdoor dining patio, the fire pit, busy bar and the attractive crowd are enticing. For dinner you can't go wrong with the forever-braised short ribs—the meat so tender it falls off the bone—and the restaurant's own version of classics such as bread pudding, an ice cream sandwich or banana-coconut cream pie. After all, YOLO. Also open for lunch.

ADDRESS: **333 E. Las Olas Blvd.** PHONE: **954.523.1000**

For more information, visit **yolorestaurant.com**

DA CAMPO OSTERIA

Sometimes a restaurant just nails it, because, as we all know, it's not just about the food. Good service, attractive lighting, ambiance (thumbs up for seating around the open kitchen) and a little showmanship (the homemade mozzarella created tableside is a winner) all add up to a memorable dining experience at this Todd English restaurant, highlighting a modern twist on Northern Italian cuisine. Victor, the sommelier, has included boutique vineyards like Tre Donne on the extensive wine list, and favorites are reasonably priced; here's the place to try that bottle of Opus One. The homemade agnolotti pasta—paper-thin sheets filled with butternut squash—are perfection. Follow it up with a delicious five-week-aged NY rib eye, served with white truffle and a six-year-aged balsamic vinegar reduction, and to finish off the meal, bite into those delicate honey, ricotta donuts—pure bliss. The restaurant is located off the Intracoastal Waterway and is accessible by water taxi, a great way to beat the traffic.

ADDRESS: **3333 NE 32nd Ave.** PHONE: **954.226.5002**

For more information, visit **dacamporestaurant.com**

COCO ASIAN BISTRO & BAR

Craving sushi or some exotic cuisine? The best choice in town is Coco Asian Bistro & Bar. Affable chef and owner Mike Ponluang takes prides in the creative sushi rollers made with top-quality ultra-fresh fish. However, Ponluang also loves working in the kitchen, crafting a menu that balances the delicate taste of Japanese, Thai, Korean and Vietnamese cuisines. When celebrities are in town, they make their way to this friendly restaurant. Between happy hour and wine tastings, the place is always busy with diners relaxing in the curtained booths, listening to live jazz and feasting on sashimi and sushi, coconut soup, Ponluang's latest homemade curry, octopus ceviche and homemade desserts such as lemongrass crème brûlée or the house favorite, pad thai. It's all here, and what's also nice, Ponluang is always on-site, ensuring a smooth operation. Be forewarned, those specialty drinks such as the Green Tea Tini, pack a wallop.

ADDRESS: **Harbor Shops, 1841 Cordova Rd.** PHONE: **954.525.3541**

For more information, visit **cocoasianbistro.com**

D'ANGELO'S PIZZA WINE BAR AND TAPAS

If you just want to kick back with friends after a long day at the show, try the less formal D'Angelo. Manager Jim Carroll has a choice wine list, value priced, which includes wines such as Pecorino, Dolcetto d'Alba and a robust Nebbiolo. The interior is sleek and hip—like a Roman trattoria—and Chef Giovanni Sposato makes the best pizza this side of Naples, Italy. Order up a couple of pizzas, choose a selection from the cheese and cold cuts board—such as pistachio-studded mortadella, Parma prosciutto and bresaola coupled with some nice taleggio cheese, pecorino or stracchino—add maybe a frittata or two, and (if in season) mozzarella-stuffed zucchini flowers and buon appetito. Be nice to Sposato and he might even offer up some of his own homemade pickled eggplant.

ADDRESS: **4215 N. Federal Hwy.**
PHONE: **954.561.7300**

For more information, visit **pizzadangelo.com**

CASA D'ANGELO

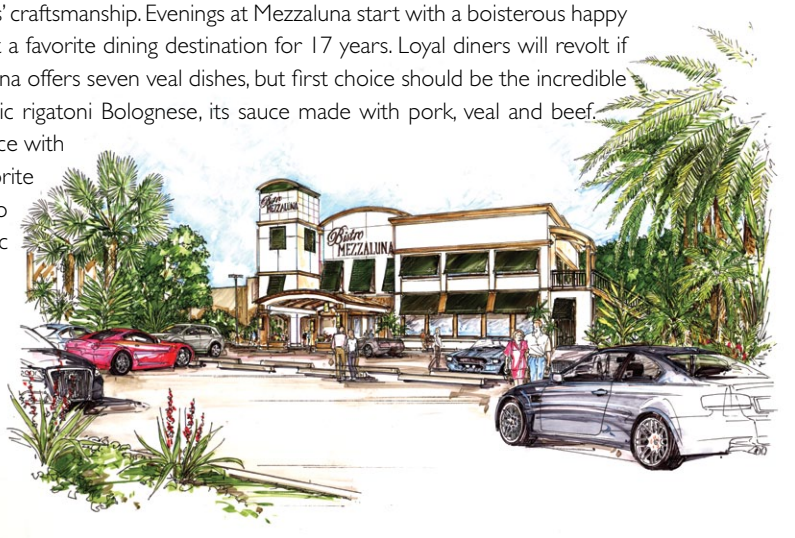
If looking for a place to celebrate closing that big deal, or wanting to impress a new client, Casa D'Angelo is a great choice. The menu and cuisine put Fort Lauderdale on the culinary map. Each night the restaurant dazzles with 25 seasonal specials in addition to its extensive menu. Here's where you can satisfy those cravings for truffles, mozzarella fresh from Italy, bistecca all Fiorentina and tiger prawns, to name just a few enticers. The northern Italian cuisine with southern Italian accents includes homemade pasta, desserts and even ice cream, served by a loyal (very important in this business) and dedicated staff. The wine list is over the top, with 750 labels, aged single bottles, Super Tuscans and magnums. If life is good, make it better; reserve an intimate table in the back room, feast on the food and wash it down with your favorite bottle of Brunello. Casa D'Angelo also has sister locations in Boca Raton and the Hotel Atlantis in the Bahamas.

ADDRESS: **1201 N. Federal Hwy.** PHONE: **954.564.1234**

For more information, visit **casa-d-angelo.com**

BISTRO MEZZALUNA

The boat show is this restaurant's busiest week, and not just because it's owned by yachtsman Don Davis, who also owns Richmond Yachts. Now in a new location, the restaurant's woodwork serves as a showcase of Richmond Yachts' craftsmanship. Evenings at Mezzaluna start with a boisterous happy hour before hungry diners dip their forks into food that has made this restaurant a favorite dining destination for 17 years. Loyal diners will revolt if the restaurant removes something from the menu. If you are craving veal, Mezzaluna offers seven veal dishes, but first choice should be the incredible 16-ounce bone-in-veal chop. The pasta dishes are perfection—finally an authentic rigatoni Bolognese, its sauce made with pork, veal and beef. The house specialty, Pasta Fra Diavolo, is another winner with its spicy tomato sauce with lobster and shrimp. Three fresh fish choices are offered daily, including house-favorite branzino; you can't go wrong because it's all fresh and fabulous. Just be sure to preorder the made-to-order chocolate soufflé before you dig in. If not, the gigantic slice of homemade apple pie will satisfy everyone at the table.



ADDRESS: **1821 SE 10th Ave.** PHONE: **954.522.9191**

For more information, visit **bistromezzaluna.com**

THE CAPITAL GRILLE

Steakhouses are plentiful in this town, but somehow The Capital Grille always seems to be the benchmark of what we desire in a steakhouse. The men's club décor, complete with stag heads, is softened by the touches of Art Deco in the light fixtures; it's all in the details. The place is always buzzing with happy diners enjoying dry-aged porterhouse or sirloin steaks, the superb wagyu beef carpaccio or the delicious lobster-and-crab-cake appetizer. Diners have a choice of 350 wines to mellow out all these flavors. The Captain's List of 100 boutique wineries highlights the regional favorites. Management claims this location is the third busiest out of the 40 locations around the country. Did I mention the homemade hazelnut chocolate cake, triple layered with ganache icing, consistently the favorite choice? What's not to like?

ADDRESS: **2430 E. Sunrise Blvd.** PHONE: **954.446.2000**

For more information, visit **thecapitalgrille.com**

EDUARDO DE SAN ANGEL

The menu in this restaurant hasn't changed in 11 years and includes a compilation of diners' favorites. However, owner-chef Eduardo Pria gets to use his imagination in the daily specials, incorporating fresh ingredients. The restaurant, tucked away in a small shopping plaza, feels a bit like an intimate hacienda. Pria's Mexican-infused international cuisine includes dishes such as the Pasilla chili-flavored chicken broth with fresh epazote—diners from Mexico City claim this soup surpasses the home version. Crispy Long Island duckling is beautifully presented with spicy guava syrup, cinnamon poached pear compote and a small bundle of tender string beans. A trio of Colorado lamb chops is served with an exotic mushroom tamale and a duo of smoked chipotle and green tomatillo sauces. The French influence shows in the ancho chili-flavored crepe with a squash blossom sauce—not your typical stateside Mexican cuisine. Homemade desserts include the house favorite, coconut delight, and a poached pear with a blackberry-Cabernet Sauvignon sorbet. The wine list offers Baron de Chirel Rioja Reserva 2001. It's easy to understand why customers keep coming back for more.

ADDRESS: **2822 E. Commercial Blvd.**
PHONE: **954.772.4731**

For more information, visit
eduardodesanangel.com

BIMINI BOATYARD

Eventually everyone stops by to meet and greet at this favorite haunt for boat-show attendees, and it is not just that recently renovated nautical décor and dockside dining that draws in the loyal clientele. Not surprisingly, the menu is heavy on seafood. The fish, delivered fresh daily and served woodfired-grilled, includes mahimahi, black grouper, corvina, wahoo and yellowtail snapper. It doesn't get much better than this selection. Looking for a juicy burger? The Boatyard Burger fits the bill. The slow-cooked barbeque baby-back ribs are another mouthwatering choice, paired with a nice Bimini Cobb salad. But Bimini's signature is the Diane salad with orange segments, toasted almonds and diced chicken. It's all good. Expect a crowd for happy hour at the popular outdoor Bimini Bar.

ADDRESS: **1555 SE 17th St.**
PHONE: **954.525.7400**

For more information, visit **biminiboatyard.com**

ALEXMARROW

M BAR

If you have been on Las Olas lately, maybe you've missed one of its staples. Mancini's Italian restaurant closed a few months ago. But don't despair. Owner Jack Mancini made room for a new place, farther down the road. It's called M Bar, and it's one of the new hotspots in town. No Mediterranean atmosphere, this place has more of an urban vibe. It's tapas without the traditional Spanish ingredients, although you can find chorizo and cheese here and there. If you are an adventurous eater, you'll enjoy exploring the huge menu of small plates, including crispy pork belly with pickled mustard-seed glaze or crispy sweetbreads with brown-butter-hazelnut waffles and quail egg. Check back often, as the menu changes daily. The place has a full bar with exotic drinks and an extensive choice of beer and wine by the glass. It can get pretty crowded, so it's not the place for a quiet dinner. It's best for people watching and drinks with nibbles that will challenge your taste buds. Jack also promises to bring back Mancini's to a new spot next to the M Bar, which is located at the corner of 13th Avenue and Las Olas.

ADDRESS: **1301 E. Las Olas Blvd.** PHONE: **954.766.4946**

For more information, visit **mbarlasolas.com**

JOHNNY V

Chef-owner Johnny Vinczencz, Johnny V, is master of his restaurant, and the result is refined cuisine. Take, for example, the bacon, eggs and toast appetizer; in this restaurant it translates to crispy pork belly, topped with delicate quail eggs and toast points. Another popular appetizer is the Short Stack; the pancakes, made with a wild-mushroom batter, are layered with portobello mushrooms and finished with a tomato-butter sauce. These creative appetizers use fresh, homemade ingredients from the kitchen, including, amazingly, cornmeal. For entrees, sample the restaurant's spin on Thanksgiving dinner: the sage-grilled Florida dolphin with rock shrimp with plantain stuffing and lobster gravy, topped with cranberry-mango chutney—delicious. Miss game dinner? Don't fret, enjoy the combo of venison chop, sliced ostrich fillet and rabbit sausage. Keeping it outrageous, end the meal with Johnny's Favorite Cake, a chocolate creation featuring chocolate cake, layered with caramel, bananas and peanut butter mousse and served with a malted milk chocolate chip ice cream.

ADDRESS: **625 E. Las Olas Blvd.** PHONE: **954.761.7920**

For more information, visit **johnnyvlasolas.com**

BURGERFI

The "BurgerFication of the Nation" started right here in Fort Lauderdale with the first of many BurgerFi restaurants, a business venture co-owned by yachtsman John Rosatti. Check out this old-fashioned burger haunt, offering food with the natural flavors we remember and no preservatives. Hamburgers are made with Angus beef sourced from a Colorado ranch that raises steroid-free, grass-fed cattle. Seven toppings are offered for the tasty fries, such as Parmesan cheese and herbs; onion rings are beer battered; all-natural hot dogs are served butterflied, crisp and in Chicago or New York style. The frozen custard is made fresh, hourly, with just cream, sugar cane and eggs, period. You can order it so thick—"concrete"—that, when tipped upside down, it doesn't budge, and add the flavor of red velvet cake or choose from 20 different toppings. Even the Coca-Cola, made in Mexico, is special; the sweetener is natural sugar cane. Bite into one of those hamburgers (served on branded buns), savor the secret sauce, and you'll never crave a Big Mac again. Plus, here you can wash it down with wine and craft beers. Open till 1 a.m. for late-night cravings.

ADDRESS: **4343 N. Ocean Dr.**
PHONE: **954.489.0110**

For more information, visit **burgerfi.com**

THE GRATEFUL PALATE

Yachties, remember when you had to wait till you raced back to the yacht before sampling the delectable flavor of all those gourmet food treats, loosely called provisions, scooped up at the Grateful Palate? Well, it's a new day; gratefully, this high-end market morphed into a fab lounge, intimate restaurant and wine bar. Like the former yacht chef who now rules the kitchen, David Learmonth, you may never return to the boat. The McIntyre family owns and operates the place they've transformed and elevated to new heights. The cuisine, labeled "contemporary fusion," highlights dishes such as tuna sashimi lollipops, grilled baby octopus, braised short ribs, manchego soufflé and Australian lamb shank. The menu is updated daily but the Couch Sliders are here to stay; the recipe won the 2011 People's Choice Award. Check out when celebrity wines are featured, but if you miss out, there's still a choice of 300 wines to sip as you savor. During the boat show especially, make sure to reserve early, seating is limited.

ADDRESS: **817 SE 17th St.** PHONE: **954.467.1998**

For more information, visit **thegratefulpalate.net**

MARKET 17

The farm-to-table food movement is spreading across the country and Fort Lauderdale is no exception. New on the scene, Market 17 is the brainchild of two sommeliers. Diners are assured not only of the freshest ingredients (seasonal, organic, hormone-free and pesticide-free) but that they are paired with the finest wines. Pan-basted Florida triggerfish, butter-poached Maine lobster, roasted North Carolina guinea hen and roasted Long Island duck breast in a brandy fig sauce are just some of the tempting dishes available in petite or full servings, according to season. As if the splendid food and wine aren't enough, they've added another element with "Dining in the Dark." In a separate dining room, available for up to 12 guests (the restaurant recommends six to eight), diners can be unusually adventurous, eating sight unseen even foods that they claim not to like. It seems eliminating the sense of sight and sometimes sound enhances the flavor. If it gets to be too much, focusing on that chocolate, chocolate cake for dessert will make it all worthwhile.

ADDRESS: **1850 SE 17th St.** PHONE: **954.835.5507**

For more information, visit **market17.net**

SEASONS 52

An open kitchen with open fire, a large central bar and comfortable booths—nicely air conditioned—provide a cozy retreat from the weather outside. It all adds up to a welcome break from Fort Lauderdale's subtropical climate. Tasty entrees are just enough to satisfy your appetite without leaving you feeling stuffed. A great selection of wines (including Sangiovese along with the classics and a few organic wines) pairs nicely with seasonal entrees. Try the tasty flatbreads and leave room for the single-serving desserts, delivered in a small shot glass. Open seven days a week.

ADDRESS: **2428 E. Sunrise Blvd.** PHONE: **954.537.1052**

For more information, visit **seasons52.com**

CASABLANCA CAFÉ

One of the nicest things about this restaurant is its open-air terrace looking out over Fort Lauderdale Beach. The other is the charming Mediterranean-style house it occupies. It offers a break from the corporate-style restaurant world. The menu is continental with several Mediterranean and French classics (yes, including escargot and onion soup). There is a bit for every taste with a large and eclectic menu ranging from the classics (calamari, crab, lamb) to the reinvented. Beware, though: The bistro-style tables and chairs can fill up quickly, especially during the boat show. Open seven days a week.

ADDRESS: **3049 Alhambra St.** PHONE: **954.764.3500**

For more information, visit **casablancacafeonline.com**

IL MULINO

Unpretentious and casually elegant, this classic Italian bistro serves up consistently good, traditional Italian fare. Along with the great brick oven pizza and homemade pasta, sauce and dressing, the restaurant has tasty specialties like its delicious anelli (homemade pizza rolls with enticing stuffing served with a side of pasta). If you have saved room for dessert, try the delicious almond basket, a delicately toasted almond-tuile filled with gelato and fresh berries and topped with vanilla and raspberry sauce. Open seven days a week.

ADDRESS: **1800 E. Sunrise Blvd.**
PHONE: **954.524.1800**

For more information, visit **ilmulinofl.com**

MORTON'S STEAKHOUSE

This classic steakhouse is a bit off the beaten path, at the corner of Broward Boulevard and Federal Highway but only minutes away from Las Olas. The décor is typical Morton's, with dark woods and crisp white tablecloths. The bar is pleasant if you have to wait for a table, and the bar bites are as delicious as they are filling. If you are craving a prime steak and traditional steakhouse fare, you will not be disappointed. Open seven days a week for dinner.

ADDRESS: **500 E. Broward Blvd.** PHONE: **954.467.9720**

For more information, visit **mortons.com**

OTHER FORT LAUDERDALE FAVORITES

WHISKEY BLUE

Looking for a place to unwind after the show? One of Fort Lauderdale's post-sunset lounges on the beach that delivers tasty drinks and a sultry décor is Whiskey Blue at the W. Comfortable seats provide a retreat from the horseshoe-shaped bar, which can get very busy, especially during the boat show. It gets loud, but if you're in the mood to socialize in a group and do a little dancing, it won't matter. Plus, you can step outside and get a nice ocean breeze. Closed Sundays.

ADDRESS: **401 N. Fort Lauderdale Beach Blvd.** PHONE: **954.414.8300**

For more information, visit **wfortlauderdalehotel.com/whiskey-blue**

BLUE MARTINI

A bit farther west of the show is this favorite among the well-heeled Fort Lauderdale crowd. A place to see and be seen, this large lounge serves up specialty drinks (the Blue Martini is a signature drink blending vodka, curaçao, Cointreau, sour mix and orange juice), appetizers and a lively atmosphere connected directly to the Galleria Mall. The dance floor is small but sufficient to get the blood flowing after sitting too long on the bar stools. Open seven days a week.

ADDRESS: **2432 E. Sunrise Blvd.** PHONE: **954.653.2583**

For more information, visit **bluemartinilounge.com**

STEAK 954

Located at the elegant W hotel on A1A, this restaurant has a great ambiance. Step off the strip into the hotel, and you get absorbed into a whole different world. Just the aquarium filled with jellyfish bathed in light is worth the detour. Comfortable seats and tables in an attractive décor (our favorite room has big flowery wallpaper and comfortable booths) are a great prelude to carefully prepared entrees and a nice selection of wine. Aside from the traditional beef (or Kobe), the menu also has a nice branzino and a selection of creative appetizers. Open seven days a week.

ADDRESS: **401 N. Fort Lauderdale Beach Blvd.**
PHONE: **954.414.8333**

For more information, visit **steak954.com**

SHULA'S ON THE BEACH

This is a classic from the famous coach-turned-restaurateur Don Shula. Located on the ground floor of the Westin hotel, this restaurant has a wonderful terrace for outdoor dining as well as indoor dining with memorabilia from the celebrated coach. Private dining rooms can accommodate up to 50 guests and valet parking makes it very convenient. The restaurant serves up classic steakhouse fare, able to satisfy all kinds of appetites with cuts ranging from an 8-ounce filet mignon to a 24-ounce porterhouse steak. Creamed spinach, mac and cheese, and wedges of iceberg lettuce with blue cheese are other favorites. Open seven days a week for breakfast and dinner.

ADDRESS: **321 N. Fort Lauderdale Beach Blvd.** PHONE: **954.355.4000**

For more information, visit **donshula.com**

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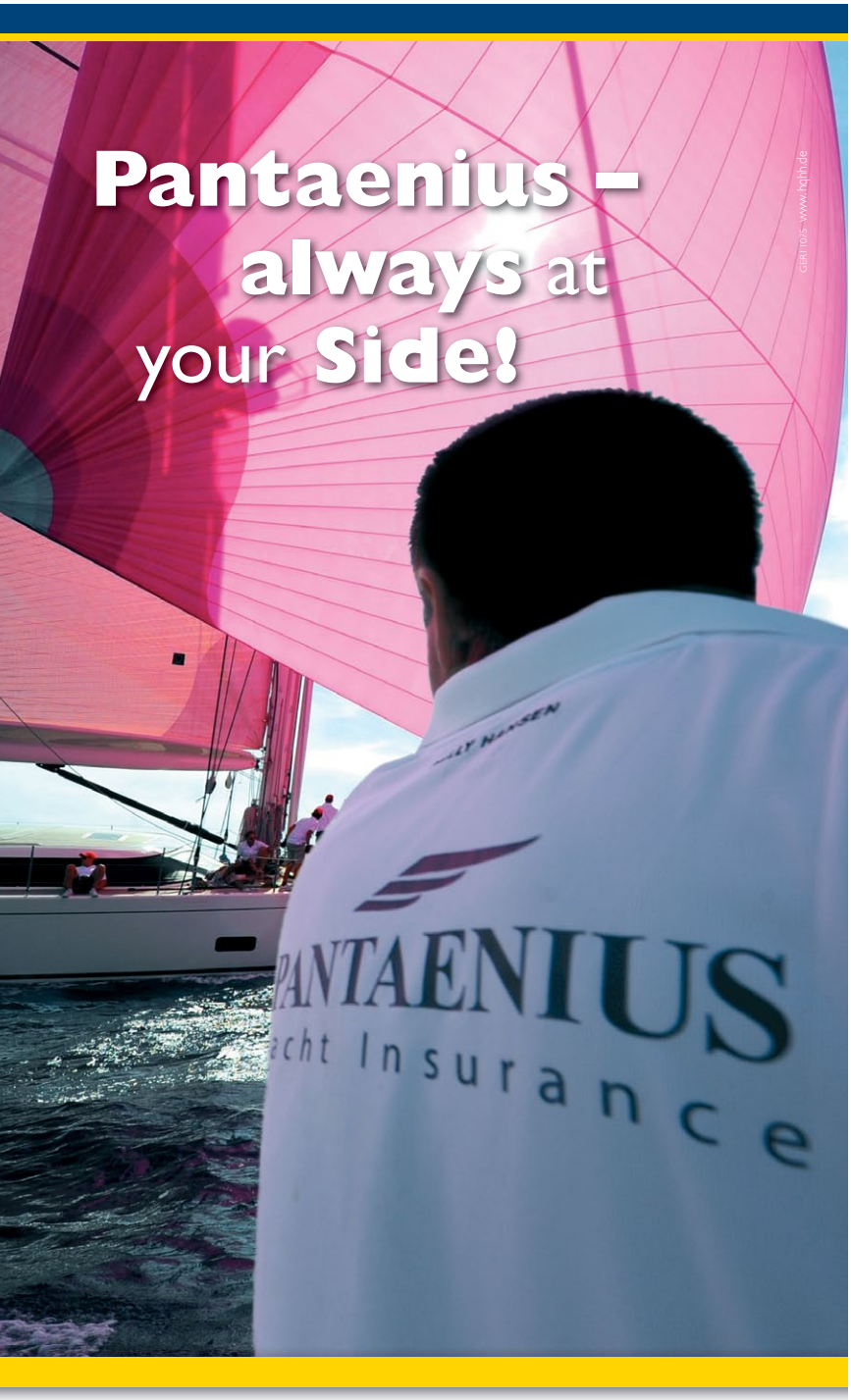

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www.pantaenius.com

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CHIMA STEAKHOUSE

This Brazilian steakhouse has a great location on the east end of Las Olas. The courtyard is wide and welcoming—a pleasant area where you can wait for a table. The bar also serves up a warm atmosphere. Almost everyone here comes for the endless meat, rodizio-style (beef, of course, but also lamb, pork, chicken and even tasty salmon), but the extensive salad bar will please everyone—even vegetarians. It gets very busy during the boat show, so it's best to call ahead to make reservations. Open seven days for dinner.

ADDRESS: **2400 E. Las Olas Blvd.** PHONE: **954.712.0580**

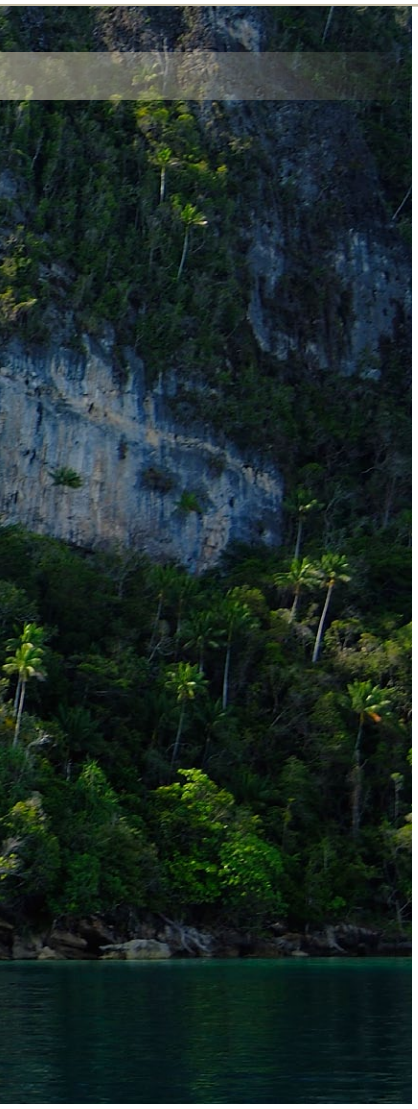
For more information, visit **chima.cc**

GALLERIA MALL

This elegant and recently renovated mall, located near the Intracoastal Waterway, is the only game in town for serious shopping. One of the hottest and most sought-after stores in the mall is the ever-busy Mac store, but the Galleria also houses classic destinations such as Neiman Marcus, Dillard's and Macy's. Other favorites include Abercrombie & Fitch, Express and Banana Republic. A great food court provides multiple options for a quick bite, but several delicious restaurants are now located on-site or nearby, including P.F. Chang's, Truluck's Seafood, Blue Martini, Seasons 52 and The Capital Grille. Convenient garage and valet parking are available. Open seven days a week.

ADDRESS: **2414 E. Sunrise Blvd.** PHONE: **954.564.1015**

For more information, visit **galleriamall-fl.com**



5. Relics of the islands' history are hidden away in the forests
6. Tri-maran sailboats are a common sight here catamaran
7. The peaks of the volcanic islands guide travelers from one stop to the next
8. Many houses are built directly over the crystal-clear water

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EXCLUSIVE WEB CONTENTS

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1. The sportfisher *Marlena* built by Jim Smith boats shows off her style

2-3. *Marlena's* interior is just as sleek as her exterior

4-7. Vicem gave us these photos demonstrating the bonding process for cold-molded boats

8. Logos Marine's *Meya Meya* helps prove that luxury yachts are just as sophisticated and elegant when built in cold-molded wood

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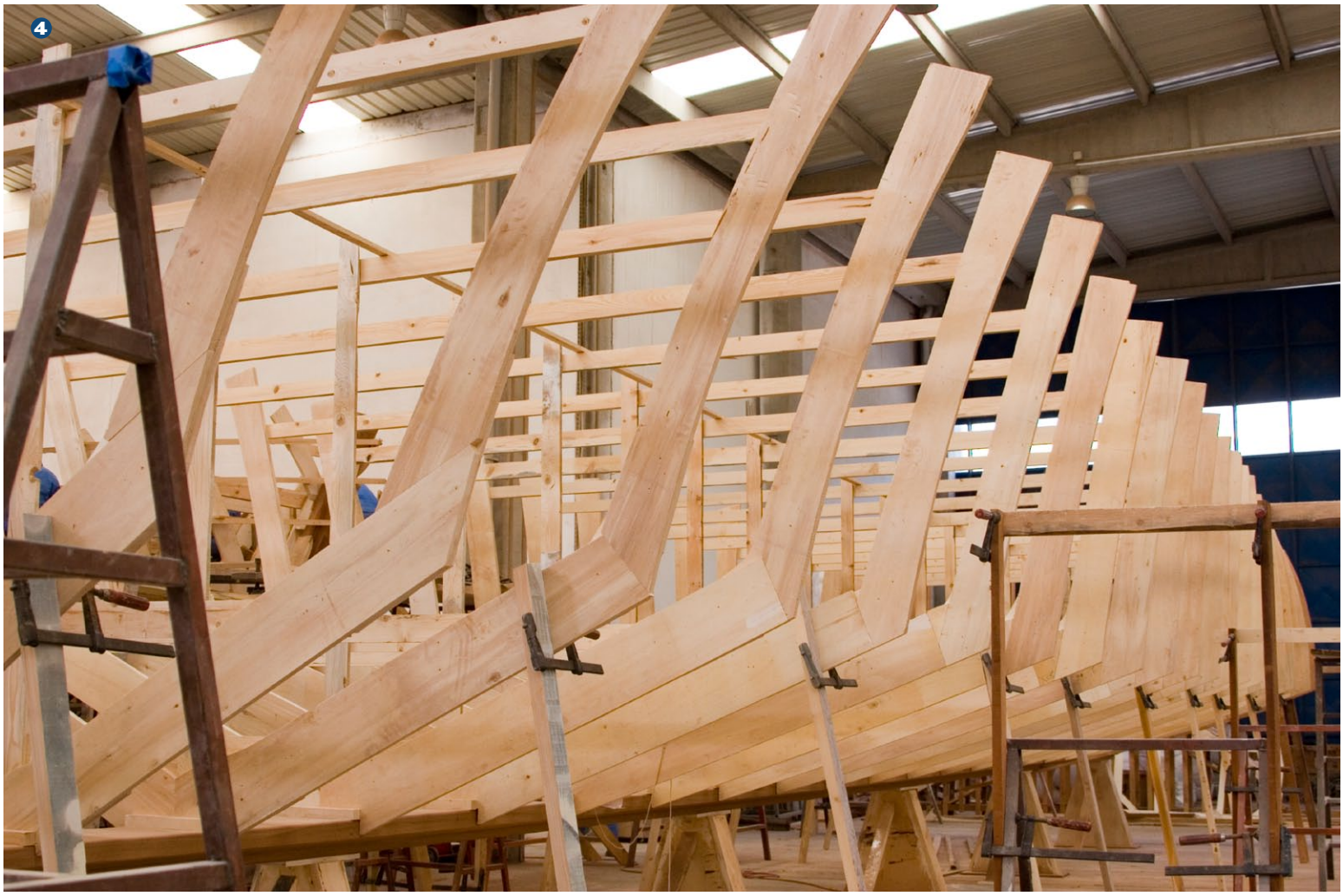
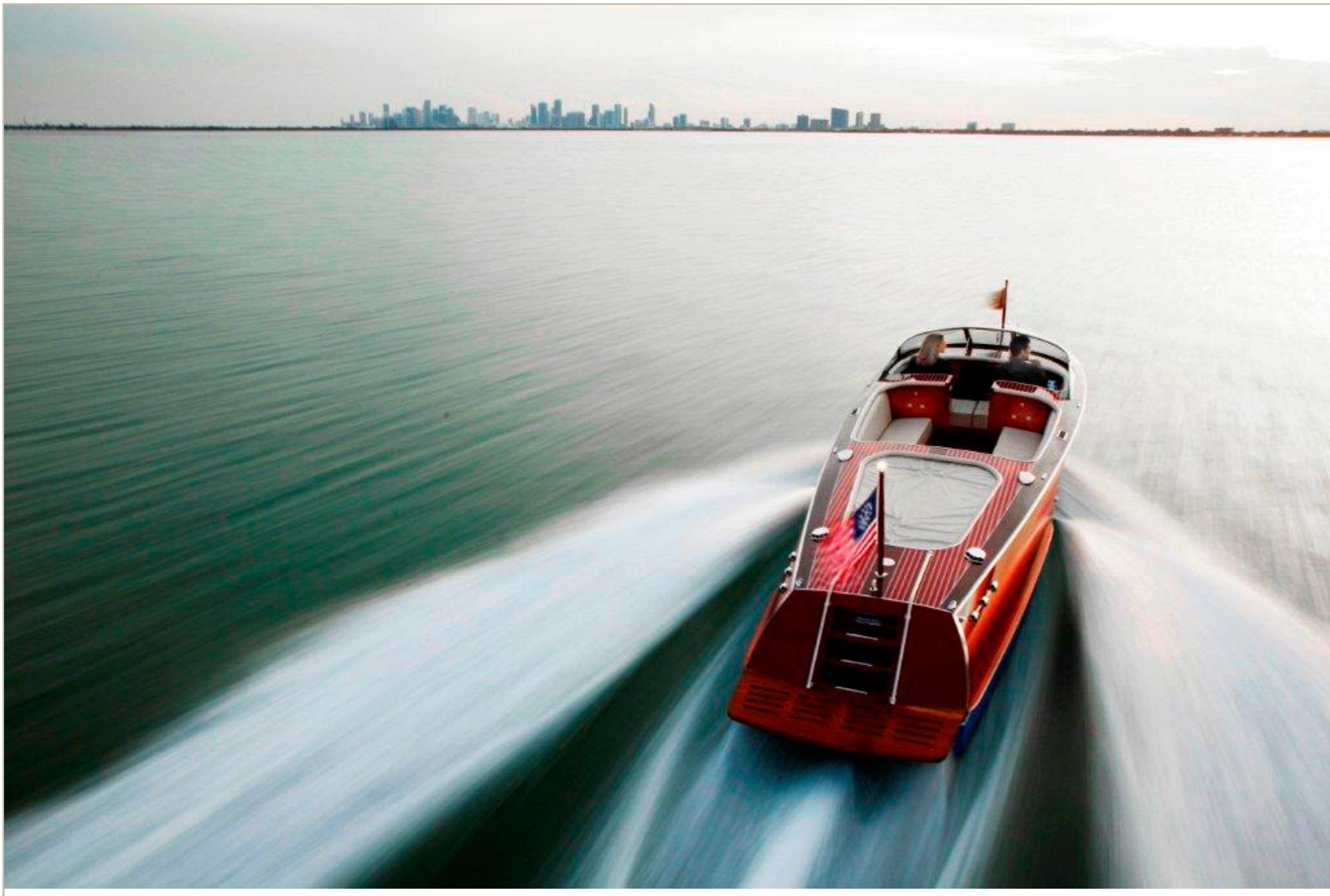
THE CASE FOR WOOD



EXCLUSIVE Z-MAG CONTENTS



HACKER BOAT COMPANY

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